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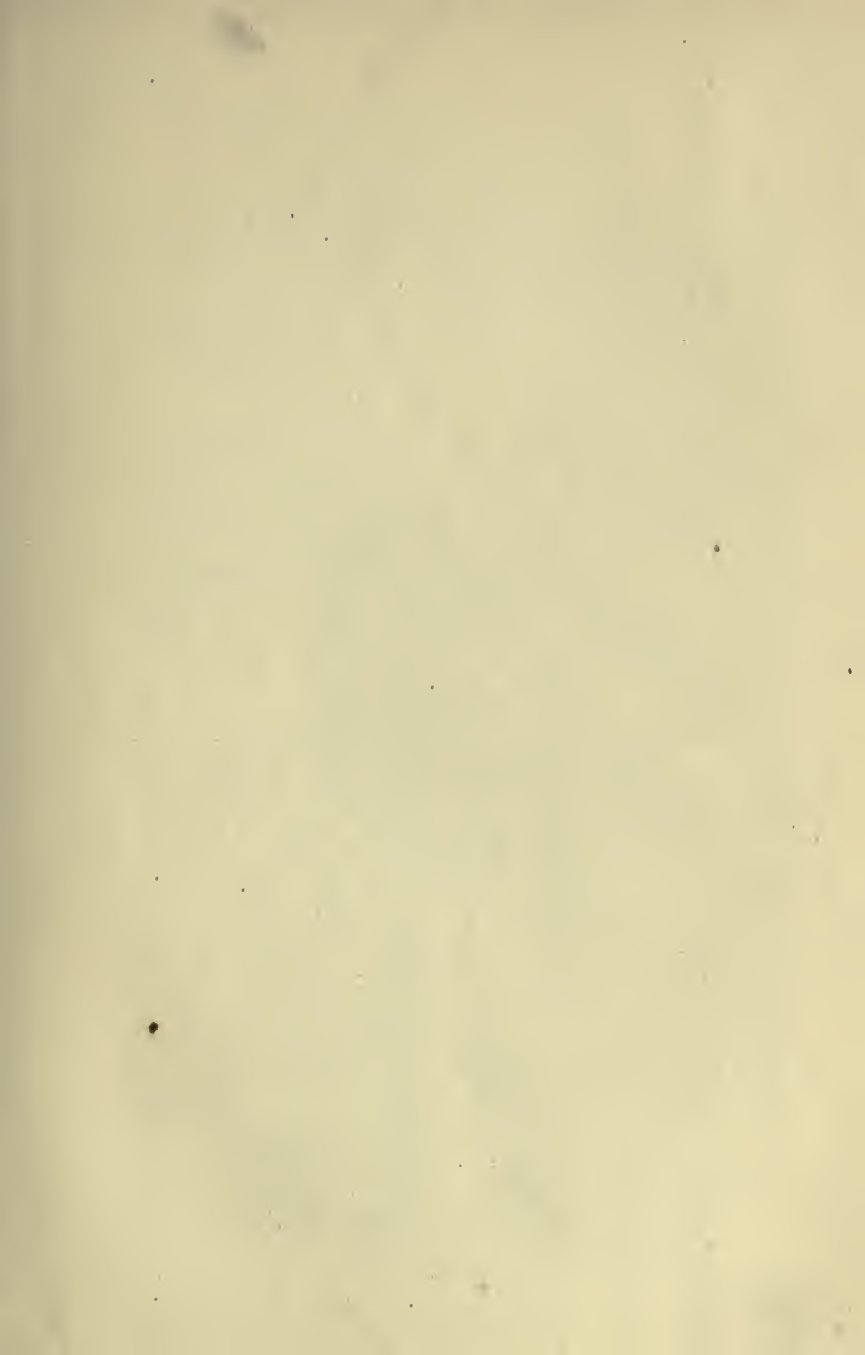


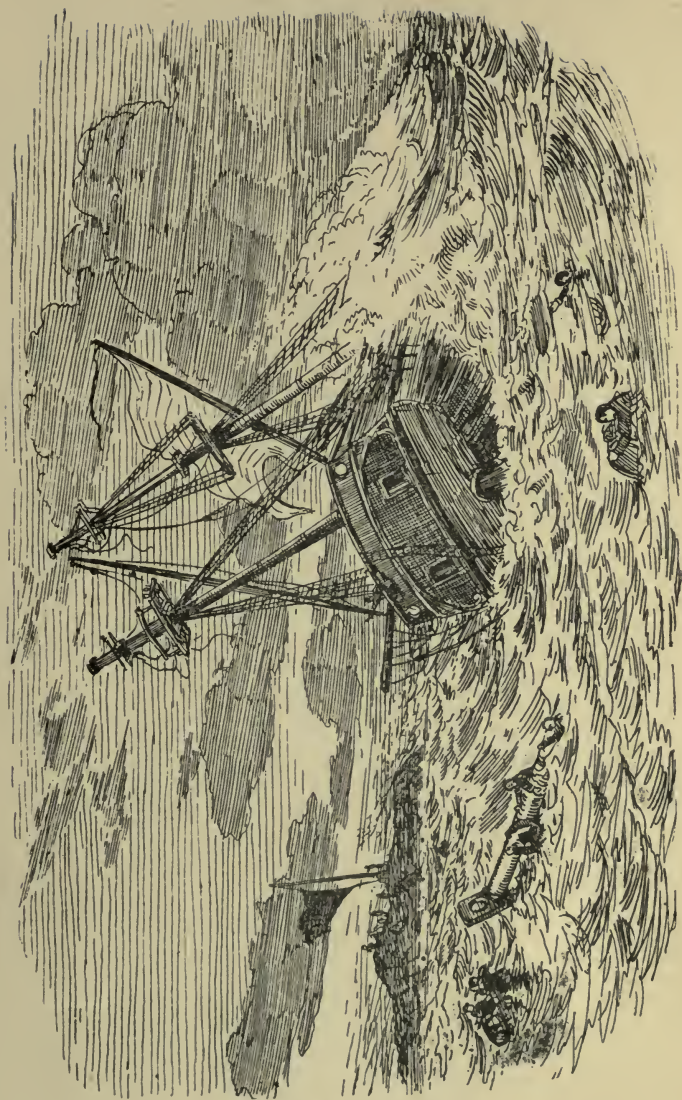
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REMARKABLE
VOYAGES AND SHIPWRECKS





The Loss of the Nautilus.

REMARKABLE VOYAGES & SHIPWRECKS

BEING

*A POPULAR COLLECTION OF EXTRAORDINARY
AND AUTHENTIC SEA NARRATIVES
RELATING TO ALL PARTS
OF THE GLOBE*

BY

GEORGE WINSLOW BARRINGTON

AUTHOR OF

*"The Great Arctic Explorers." "Lives of Distinguished
Sailors," &c., &c.*

THIRD EDITION—ILLUSTRATED

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PREFACE.

IN a country such as Great Britain, where almost every individual is more or less connected with the fortune of the sea, each aspect or side of nautical life must be viewed with peculiar interest. Our history, our security, and our riches, alike rest in our dominion over the ocean. The ocean has been to us a sort of national nursery for the development of that enterprising and courageous spirit which has characterised our race. It also proves an impassable barrier to our foes, and at the same time gives us abundant scope for the development and extension of our empire even to the most remote portions of the globe. In these, and in many other respects, we are greatly different from most nationalities.

In the circumstances, no wonder that every aspect of life on the ocean is of immense interest to ourselves. And that the literature in our language, connected with the sea is multitudinous, dealing as it does with all phases of nautical life whether historical, practical, or narrative in character. The present volume deals with only two aspects, namely that of remarkable voyages and of remarkable shipwrecks. These two sections are a good deal allied and indeed often combined. Then again the present collection of remarkable voyages and shipwrecks is purposely somewhat limited in scope. For instance it does not include voyages or wrecks of steam ships, nor does it include any shipwrecks on our own, or neighbouring coasts, with the single exception of the short account of the Spanish Armada.

The narratives here presented are all connected with sailing ships. They have also all taken place on the shores of foreign and far distant countries with the single exception referred to, or out in the ocean. It seemed desirable to limit the present collection in these respects, as its size would not permit of it being quite comprehensive in all aspects. But by confining the volume to these features, it permits of the collection being fairly complete in its own department. In these pages will be found all the most interesting and best authenticated narratives of the nature mentioned. Another reason for limiting the character of the collection is, that as narratives or true stories of the sea, the type of voyage referred to, is infinitely more interesting than the purely harrowing scenes of a sudden shipwreck, especially if a steam ship. The accounts here given are all authentic, and yet as tales of adventure are absolutely unsurpassed by any sea tales of imagination that have ever been written.

Happily one can now read these extraordinary tales of adventure, suffering, and privation as to a great extent not so much relating to ourselves as to our forefathers. The perils of the ocean can never be entirely overcome, but fortunately since the introduction of steam, human life is much less at the mercy of the elements. It is indeed a matter for congratulation that year by year increased safety in traversing all portions of the globe by sea is being attained. Still these extraordinary narratives of the dangers and hardships encountered by our forefathers must always have a charm for their descendants.

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REMARKABLE VOYAGES AND SHIPWRECKS.

LOSS OF THE NOTTINGHAM GALLEY

ON THE
COAST OF NORTH AMERICA.

THE Nottingham galley, of 120 tons, and mounting ten guns, commanded by John Dean, having taken in cordage in England, and butter, cheese, &c., in Ireland, sailed for Boston, in New England, on September 25th, 1710, having on board a crew of fourteen men.

Having met with contrary winds and bad weather, it was the beginning of December when they first made land, which was to the eastward of Piscataqua. They then proceeded southward for the Bay of Massachusetts, under a hard gale of wind at north-east, accompanied with rain, hail, and snow having had no observation for ten or twelve days.

On the 11th December they handed all the sails, with the exception of the foresail and main-topsail double reefed, ordering one hand forward to look out. About eight or nine o'clock, upon the captain going forward, he discovered breakers a-head, and instantly called out to put the helm hard a-starboard; before the ship could wear, she struck upon the east end of the rock called Boon Island, four leagues to the eastward of Piscataqua. The second or third sea hove the ship alongside of it, and the sea running very high, the ship laboured so excessively, that they were not able to stand upon deck; and the weather was so thick and dark, that though they were not above thirty or forty yards distant from the rock, they could not see it. The captain called all hands down to the cabin, where they continued a few minutes, earnestly supplicating the mercy of heaven; yet knowing that prayers, without endeavours, were vain, all hands were

ordered up again to cut away the masts, but several of the men were so oppressed by the terrors of conscience, that they were incapable of any exertion. They, however, cut the weathermost shrouds, and the ship heeling towards the rock, the force of the sea soon broke the masts so that they fell towards the shore.

One of the men went out on the bowsprit, and thinking he saw something black ahead, determined to venture on shore, in company with another, and to give notice by their calls if they succeeded in gaining the rock. While they were gone, the captain, recollecting some money and papers that might be of use, went down and opened the place in which they were; but the ship bulging, her decks opened, her back broke, and her beams gave way, so that the stern sunk almost under water; he was, therefore, obliged to hasten forward to escape instant death.

Having heard nothing of the men who had gone before, he concluded they were lost; but, notwithstanding, he was under the necessity of making the same adventure upon the foremast, moving gradually forward between every sea, till at last quitting it, he threw himself, with all the strength he had, towards the rock; but it being low water, and the rock extremely slippery, he could get no hold, and tore his fingers, hands, and arms, in the most deplorable manner, every wash of the sea carrying him off again, so that it was with the utmost peril and difficulty that he got safe on shore at last. The remainder of the crew ran the same hazard, but through the mercy of Providence they all escaped with their lives.

The captain, after endeavouring to discharge the salt water, and creeping a little way up the rock, heard the voices of the men who had first ventured on the bowsprit, and by ten o'clock the whole were assembled, when, with grateful hearts, they returned their humble thanks to Providence for their deliverance from such imminent danger. They then endeavoured to gain shelter to the leeward of the rock, but found it so small and inconsiderable that it would afford none, and so very craggy that they could not walk to keep themselves warm, the weather continuing extremely cold, with snow and rain.

As soon as daylight appeared, they went towards the place where they came on shore, with the expectation of meeting with some provisions from the wreck, enough for their support, but found only some pieces of the yards and

masts among some old junk and cables which the anchors had prevented being carried away. Out of the ship's stores, were some pieces of plank and timber, old sails, canvas, &c. driven on shore, but nothing eatable except some small pieces of cheese, which they picked up among the rock-weed.

They now used their utmost endeavours to get a fire, having a flint and steel with them, and also by a drill, with a very swift motion; but having nothing but what had long been soaked with water, all their attempts proved ineffectual; and at night they were stowed one upon another under the canvas in the best manner they could to keep each other warm.

The next day, as the weather cleared a little, and was inclining to frost, they went out, and perceiving the main land, they knew where they were, and comforted themselves with the hope of being discovered by fishing shallops. The captain desired the men to search for, and bring up what planks, carpenter's tools, and stores they could find, in order to build a tent and a boat. The cook then complained that he was almost starved, and his countenance discovering his illness, he was ordered to remain behind, with two or three more whom the frost had seized; but he died about noon, upon which they laid the body in a convenient place for the sea to carry away. At this time no mention was made of eating him, although several afterwards acknowledged that they had thoughts of doing so.

After they had been two or three days in this situation, the weather was so extremely cold, that the hands and feet of some of the crew were affected to such a degree, as to take away the sense of feeling, and render them almost useless; and the benumbing and discolouration was such, as to give them reason to apprehend mortification. They pulled off their shoes, and cut off their boots; and in getting off their stockings, many of them, whose legs were blistered, pulled off skin and all, and some the nails of their toes. They then wrapped up their legs and feet as warmly as they could, in oakum and canvas.

They now began to construct a tent in a triangular form, each side being about eight feet, and covered it with the old sails and canvas that came on shore, and fixed a staff on the top, upon which, as often as the weather would permit, they hoisted a piece of cloth in the form of a flag, in order to discover themselves to any vessel that might approach. Within the tent there was only room for each man to lie

down on one side, so that none could turn excepting all turned, which was done about every two hours, upon notice being given.

Their next operation was building a boat, with the planks and timber belonging to the wreck; their only tools being a hammer, a mallet, and the blade of a cutlass, which they made into a saw with their knives. They found some nails in the clefts of the rock, and obtained some others from the sheathing. They laid three planks flat for the bottom, with two upon each side, fixed to stanchions and let into the bottom timbers, with two short pieces at each end, and one breadth of new Holland duck round the sides to keep out the spray of the sea, and caulked all they could with oakum drawn from the old junk, and the remainder they filled up with long pieces of canvas. They then fixed a short mast and square-sail, with seven paddles to row, and a longer one to steer. But the carpenter, whose services were now most wanted, was, through illness, incapacitated from offering either assistance or advice, and with the exception of the captain and two more, the remainder were so benumbed and feeble that they were unable to stir.

After remaining about a week upon the rock, with no other provisions than the pieces of cheese before mentioned, and some beef bones, which they ate after beating them to pieces, they saw three boats at about five leagues distance, which, it may easily be imagined, made them rejoice with the pleasing hope that their deliverance was near. The captain directed all the men to creep out of the tent, and halloo together as loud as their strength would permit; they also made what signals they could; but all was in vain, for those in the boats neither saw nor heard them. It was, however, some alleviation to the bitterness of their disappointment to presume, that as the boats came from the south-west, and the wind was north-east when they were cast away, that their distress might have been made known by the wreck driving on shore, and that the boats were come out in search of them. Thus they buoyed themselves up with the pleasing, but delusive, hopes of deliverance. Just before they finished the boat, the carpenter's axe was fortunately cast upon the rock, by which they were enabled to complete their work; but they had scarcely sufficient strength to get her into the water.

The following day, which was the 21st of December, the weather being fine, and the water soomther than they had

yet seen it, they consulted as to who should attempt to launch the boat. The captain, who was the strongest of the party, and therefore most capable of undergoing the fatigue, volunteered as one, and the mate offering himself was accepted, together with the captain's brother and four more. Thus commending their enterprise to Providence, all that were able came out, and with great difficulty got their patched-up boat to the water's-edge, where, the surf running very high, they were obliged to wade some distance to launch her; upon which the captain and another got in, when in an instant the swell or the sea drove the boat on shore and upset her, whereby the miserable adventurers narrowly escaped drowning. Their frail boat was dashed to pieces, their enterprise totally disappointed, and their hopes utterly destroyed.

What added to their distress, and served to aggravate the miserable prospect before them, was the loss of their axe and hammer, which were in the boat, and which might have been of great use, should they afterwards attempt to construct a raft. Yet they had reason to admire the goodness of God in thus providing for their safety through their disappointment, for in the afternoon it blew so hard a gale, that had they been at sea in their poor apology for a boat, they must inevitably have perished; and those that remained on the rock being helpless from weakness, must very soon have shared the same fate.

They were now reduced to the most melancholy and deplorable condition that can well be imagined; almost every man was weak to an extremity, nearly starved with hunger, and perishing with cold; their hands and feet frozen and mortified, with large and deep ulcers on their legs, the smell of which was intolerable to those who could not creep into the open air, and nothing with which to dress them but a piece of linen that was cast on shore. They had no fire, their small stock of cheese was exhausted, and the only support for their feeble bodies, was rock-weed and muscles; and of these the supply was so scanty, that they had never more than two or three a day for each man, so that their bodies were perishing, while their disconsolate spirits were overpowered by the deplorable prospect of starving, without any appearance of relief; and, as if to add to this accumulation of calamities, they apprehended the approaching spring-tide would overflow them. Description fails in attempting to pourtray the horrors of such a situation; the pinching cold

and hunger ; the extremity of weakness and pain ; the racking tortures of conscience in many ; and the prospect of a certain, painful, and lingering death, without even the most remote chance of deliverance. This is, indeed, the height of misery, and such, alas ! was their case ; insomuch, that the greater part of the company were ready to die of horror and despair.

The captain, however, did his utmost to encourage himself and exhort the crew to put their trust in the Almighty, and with patient resignation to await their deliverance ; when, as a slight alleviation of their distress, and an encouragement of their faith in Providence, a sea-gull came near their quarters, which the mate struck down, and joyfully brought to them. The captain immediately divided it into equal portions which though raw, and scarcely affording a mouthful for each, yet they ate it with heartfelt gratitude.

The last method of rescuing themselves which they could possibly devise, was the construction of a raft, capable of carrying two men, and this proposal was strongly supported by one of the men, a Swede, who was a stout brave fellow, but who had, since the disaster, lost the use of both his feet by the frost. He frequently importuned the captain to attempt their deliverance in the way he proposed, offering to accompany him, or if the captain refused he would go alone. After deliberate consultation, they resolved to try the experiments ; but found great difficulty in clearing away the junk from the fore-yard, of which it was chiefly to be made, as their working hands were so few and weak.

Having at last accomplished this they split the yard, and with the two parts made side pieces, to which they fixed others, and added some of the lightest planks they could find, first spiking and afterwards making them firm. The raft was four feet in breadth, upon which they fixed a mast, and out of two hammocks that came on shore, they made a sail ; they also made a paddle for each man, and a spare one in case of necessity. This difficulty being thus surmounted, the Swede inquired of the captain whether he intended to accompany him, at the same time giving him to understand, that in case he declined, there was another ready to offer himself for the enterprise ; but just at this time they saw a sail come out of the Piscataque river, about seven leagues to the westward. They again made all the signal they could ; but the wind being north-west, and the ship standing east-

ward, to their bitter disappointment, she was very soon out of sight, without having come near them.

The next day the weather was moderate, and in the afternoon, a light breeze blew right on shore. As the raft was finished, the two men were very anxious to have it launched, but this the mate strenuously opposed, on account of the lateness of the day, it being two o'clock in the afternoon. The men urged the lightness of the nights, and, after some delay, the captain at length consented to their proceeding. They both got upon the raft, when the swell of the sea, which was rolling very high, upset it, as it had before done the boat; but the Swede, nothing daunted by the accident, swam on shore, while the other, who was no swimmer, was for some time under water, till the captain caught hold of him and saved him; but he was so discouraged, that he would not make a second attempt.

The Swede was resolute in his purpose, and offered to go alone if no one would adventure with him; but another man came down and volunteered to accompany him, upon which they departed on the raft, desiring those who remained to go to prayers, and also to watch what became of them. By sunset they judged them to be half-way to the main, and concluded they might reach the shore by two o'clock in the morning. They, however, fell in with some breakers, or, probably, were over-set by the violence of the sea, and perished; for two days afterwards, the raft was found on shore, and one man dead about a mile from it: but the Swede, who was so forward to adventure, was never heard of more.

Those who remained upon the rock being ignorant what had befallen the others, waited daily for their deliverance; and their expectations were the more raised, by observing a smoke in the woods about two days afterwards, which was the signal appointed to be made if they arrived safe; but seeing no appearance of approaching relief, they supposed that the delay was occasioned by their not being able to procure a vessel so soon as they desired, and this idea served greatly to buoy up their spirits.

Their principal want was that of provisions, as they had nothing to eat but rock-weed, and a very few muscles, and when the spring-tide was over, they could scarcely get any at all. Upon their first arrival, they saw several seals upon the rock, and supposing they might harbour there in the night, the captain, who was the only one among them capable

of exertion, walked round at midnight, but could never meet with anything. They likewise saw a great number of birds, but they were never able to catch any. This was a severe disappointment, and tended to aggravate their miseries still more; but it was particularly afflicting to the captain's brother, and another young gentleman, neither of whom had before been at sea, or endured any kind of hardship; and they were now reduced to the last extremity, having no one but the captain capable of assisting them.

Part of a green hide, which was fastened to a piece of the main-yard, being thrown up by the sea, they divided it among them, and, after mincing it small, they swallowed it. About this time the captain set the men to open the junk, and when the weather would permit, he thatched the tent with rope-yarn, in the best manner he was able, which proved of so much service, as to keep out two or three hours' rain, and saved them, in a great measure, from the cold pinching wind, which was very severe.

About the latter end of December, the carpenter, a fat man, and naturally of a dull, heavy, phlegmatic disposition, about forty-seven years, and who from their first coming on shore, had been constantly very ill, and lost the use of his feet, complained of excessive pain in his back, and stiffness in his neck: he was likewise almost choked with phlegm, for want of strength to discharge it, and appeared to be drawing near his end. They prayed over him, and used their utmost to be serviceable to him in his last moments, for which he showed himself sensible, though he was speechless, and at night he died. They suffered the body to remain till morning, when the captain desired those who were most able to remove it, and went out by himself to see whether Providence had sent them anything to satisfy the excessive cravings of their appetites: but returning before noon, and not seeing the body outside the tent, he inquired why they had not removed it, to which they answered, they were not able: upon this, he fastened a rope to the body, and giving them his assistance, they with some difficulty, dragged it out of the tent. The captain was so overcome by fatigue, and the consideration of their misery that, being ready to faint, he crept into the tent; but was no sooner there, than, as if to add to his trouble, the men began to request his permission to eat the dead body, the better to support their own lives.

This was to him of all the trials he had undergone the

most grievous and shocking—to see himself and company, who, but three weeks before, had come there laden with provisions, now reduced to such a deplorable situation; two of them absolutely starved to death, while, ignorant of the fate of two more, the remainder, though still living, were reduced to the last extremity, and requiring to eat the dead for their support. After mature consideration of the lawfulness or sinfulness on the one hand, and absolute necessity on the other, judgment and conscience were obliged to submit to the more prevailing arguments of their craving appetites. They, at length, determined to satisfy their hunger, and support their feeble bodies with the carcase of their deceased companion. The captain ordered the skin, head, feet, hands, and bowels to be thrown into the sea, and the body to be quartered for the convenience of drying and carriage; but again received for answer, that none of them were able to do it, and an earnest entreaty that he would perform that duty for them. This was a hard task, but their incessant prayers and entreaties at last prevailed over his reluctance, and by night he completed the operation.

Part of the flesh he cut into thin slices, and washing it in salt water, brought it into the tent, and obliged the men to eat rock-weed with it instead of bread; but the mate and two others refused to eat any that night, although the next morning they complied, and earnestly desired to partake with the rest.

The captain soon found that they all ate with the utmost avidity, so that he was obliged to carry the quarters further from the tent, to be out of their reach, lest, by over-eating, they should injure themselves, and likewise expend their small stock too soon; he also limited each man to an equal portion, that they might not quarrel, or have cause to reflect on one another; and this method he was the more obliged to adopt, for in a few days he found their dispositions entirely changed, and the affectionate, peaceable temper they had hitherto manifested, totally lost. Their eyes looked wild and staring, and their countenances fierce and barbarous. Instead of obeying his commands, as they had universally and cheerfully done before, he now found that even prayers and entreaties were in vain, and nothing was to be heard but brutal quarrels with horrid oaths and imprecations, instead of the quiet and submissive spirit of prayer and supplication which they had previously manifested.

This dreadful state of things, coupled with the dismal prospect of future want, obliged the captain to keep a strict watch over the remainder of the dead body, lest any of them should get to it; as, if they were spent, they would be obliged to feed on the living, which they certainly must have done had they remained a few days longer; but the goodness of God began now to appear, by putting it into the hearts of the good people on the shore to which their raft was driven, to come out in search of them, which they did on the morning of the 2nd of January.

Just as he was creeping out of the tent, the captain observed a shallop, about half-way from the shore, standing directly towards them. It is impossible for imagination to conceive, or language to express, the joy and satisfaction which they felt at the prospect of such a speedy and unexpected deliverance. The boat came to an anchor at the distance of about one hundred yards, the swell preventing her from approaching nearer; but her anchor coming home, obliged the crew to stand off till about noon, waiting for smoother water upon the flood. Upon the boat nearing the shore, the captain gave her crew an account of all their miseries, excepting their want of provisions, which he did not mention, lest the apprehension of bad weather might prevent the people in the shallop from coming on shore. He earnestly entreated them to attempt their immediate deliverance, or, if possible, at least to furnish them with the means of obtaining a fire, which, with great difficulty and hazard, they at last accomplished, by sending one man in a small canoe, who, after great exertion, got on shore.

After helping him up with his canoe, and seeing nothing to eat, the captain asked him if he could give them fire; to which he answered in the affirmative, but was so affrighted at the thin and meagre appearance of the other, that for some time he could scarcely speak, till recollecting himself, he accompanied the captain to the tent, where he was surprised and shocked to see so many in such a deplorable condition. Their flesh was so wasted, and their looks so ghastly and frightful, that it was really a dismal spectacle. With some difficulty they made a fire, after which, as the captain determined to get on board with the man, and send for the rest one or two at a time, they both got into the canoe; but the sea immediately drove them against the rock with such

violence, that they were overset, and the captain being very weak, it was a considerable time before he could recover himself, so that he had a very narrow escape from drowning. The man, in the meantime, got on board without him, intending to return the next day with better conveniences, if the weather should permit.

It was an afflicting sight to see the shallop now standing away from the shore, without them, whose appearance, a few hours before, had raised in them such flattering hopes; but the Almighty, who orders everything for the best, had, doubtless, designed their preservation, in denying what appeared to be present deliverance; for soon after their departure, the wind blew so hard that the shallop was lost, and the crew, with great difficulty, saved their lives. Had these poor miserable creatures been with them, as they had wished and expected, it is more than probable they must have all perished, as they had not strength sufficient to help themselves.

When the crew of the shallop reached the shore, they immediately sent an express to Portsmouth, in Piscataqua, where the people hastened to their deliverance as soon as the weather would allow; but, to their great sorrow, and a further trial of their patience, the next day was stormy: and though they had no doubt that the people on shore were acquainted with their condition, and would assist them as soon as possible, yet it was uncertain how long the present unfavourable weather might continue, which made their situation extremely miserable. The wind, however, abated during the night, and early the following morning, a shallop came for them, on board which was Captain Dean's much-esteemed friends, Captain Long and Captain Purver, with three men, who brought a long canoe, and in two hours got them all on board, being obliged to carry them all from the tent to the canoe, and fetch them off by two or three at a time. When they got on board the shallop, they each eat a piece of bread, and drank a dram of rum, which made them extremely sick; but after their stomachs had tasted some warm nourishing food, they became so exceedingly hungry and ravenous, that had not their friends restricted their diet for two or three days, they must have killed themselves with over-eating.

Two days after their coming on shore, the apprentice lost the greater part of one foot; the rest recovered their limbs, though not the perfect use of them. Very few, excepting

the captain, escaped without losing the benefit of fingers and toes, though otherwise all were in perfect health.

LOSS OF H.M.S. ALCESTE

IN THE
CHINESE SEAS.

THE circumstances attendant on the loss of his majesty's ship *Alceste* afford one of the most beautiful and instructive examples, not only of the good effects resulting from a well-regulated system of discipline, but of the manly character of British seamen, which has been recorded in naval history.

Early in the year 1816, in consequence of the difficulties thrown in the way of our commerce with China, by the authorities at Canton, it was resolved by the British government to send out an extraordinary embassy to the court of Peking. On the 9th of February, Lord Amherst, who was appointed to conduct what has well been termed this difficult and delicate mission, embarked at Portsmouth with a numerous suite, on board the *Alceste*, a frigate of forty-six guns, commanded by Captain, afterwards Sir Murray Maxwell. The vessel was accompanied by the brig *Lyra*, commanded by Captain Basil Hall, and the General Hewitt, Indiaman, which carried out many very valuable presents for the Chinese emperor and his ministers.

Nothing of moment occurred during the outward voyage; and on the 9th of August, the ambassador and his suite landed in great state at the entrance of the White River, on the north-eastern coast of China; and the ships then proceeded to examine the coasts of Chinese Tartary, Corea, and the extensive group called the Loo Choo Islands, after which, they shaped their course for Canton, where they re-embarked Lord Amherst and the embassy, and sailed for Manilla, the capital of the Phillippine Islands, on the 29th of January.

The embassy had not been received at the Chinese court, in consequence of the refusal of Lord Amherst to submit to a humiliating ceremonial, which was considered would have utterly frustrated the purpose of the mission. The object of the embassy was, however, fully, though indirectly, effected, by the conduct and sound judgment of Captain Maxwell, who,

in despite of the threats and opposition of the lines of batteries on the Canton River, and of a large fleet of war-junks which had been stationed to defend it, persisted in sailing with the *Alceste* up to Canton, after promptly silencing the fire of the whole of the Chinese warriors, afloat and ashore.

On the 9th of February; exactly twelve months after the expedition left the shores of Great Britain, the *Alceste* proceeded from Manilla on her voyage homeward: here parting company with the *Lyra*, which was ordered to India with despatches.

At daybreak on the 18th, after carefully avoiding the rocks and shoals which beset the Chinese sea to the westward of the Phillippine Islands, our voyagers entered the straits of Gaspar, through which they intended to sail. They continued to follow the track laid down in the charts, and every precaution was used which skill and seamanship could dictate; but about half-past seven in the morning, the ship struck with great violence on a reef of sunken rocks, which rose almost perpendicular in nearly seventeen fathoms water. It was a providential circumstance that the ship remained fast on the reef, as had she been dislodged from her first position by the force of the shock, she must have almost immediately gone down with most of her hands. The event, however, was extremely fearful; but we are told by one of the officers, that, notwithstanding the peril of their situation, not the slightest confusion or irregularity prevailed amongst the crew, every necessary order being as coolly given, and as steadily obeyed, as if nothing unusual had happened.

The ship lay about three miles and a half from the uninhabited and desolate island of Pulo Leat, on which, after considerable difficulty, Lord Amherst and his suite, with a part of the crew, safely landed by means of the boats. Captain Maxwell and the rest of the officers remained by the ship, and, after great exertion, succeeded in saving a small quantity of provisions and stores, which occasionally floated up, all but the upper works being under water.

The island was found to be a perfect wilderness, so completely overgrown with wood and jungle, that it was necessary to clear away a small space, under the shade of the loftier trees at the foot of a hill, which rose in the midst of the narrow points where the landing was effected, in order to obtain shelter for the night. The party, when assembled, presented a wild and motley appearance; few, including Lord

Amherst himself, were clothed with more than a shirt, or a pair of trousers; "whilst parliamentary robes, court-dresses, and mandarin shirts, intermixed with check shirts and tarry jackets, were hung around in strange confusion on every tree." On this wild spot, several days' sail from the nearest friendly port, exposed, in all probability, to the endurance of the extremes of hunger and thirst, under the fierce rays of a tropical sun, were nearly two hundred and fifty of our countrymen thus thrown: yet no one seemed to be cast down or despairing; and the manly feelings which prevailed, were strengthened by the conduct of Lord Amherst, who, on the morning succeeding the wreck, desired every one to be called around him, when he took his share of the water which had been saved from the ship, consisting of a single gill for each individual, with the most perfect good humour, thus affording an example of calm fortitude, and cheerful readiness to share every privation without any distinction of rank, which in such cases is certain to be attended with the finest moral effect.

An increasing anxiety for water, however, naturally possessed every mind; but every exertion to obtain it proved fruitless, whilst the accidental discovery of a human skeleton led to the frightful belief, that an individual had perished by thirst. Under these circumstances, and considering likewise that the boats were insufficient for the conveyance of even one-half of the ship's crew, the ambassador and Captain Maxwell wisely determined, that his lordship and suite, accompanied by a guard to protect them, in the event of their failing in with any of the ferocious Malay pirates who swarm in those seas, should at once proceed with the barge and cutter, to the island of Java; which, in consequence of a favourable wind and strong current, it was anticipated they would reach in three or four days. This party, which consisted of forty-seven persons, having been furnished with all the provisions that could be spared, embarked at five o'clock in the evening, amidst the hearty prayers and good wishes of all. It was well, as will be seen, that Lord Amherst carried his resolution into effect with such promptitude, as the delay of a single day would, almost to a certainty, have placed him in the power of a horde of ruthless savages.

The prospect before the party left in the island, which consisted of two hundred men and boys, and one woman, was not the most cheering: for, in consequence of the adverse wind

and current, no help was to be looked for, under the most favourable circumstances, for ten or twelve days at the least. Captain Maxwell, after again despatching a party in search of water, removed the bivouac, or encampment, to the summit of an adjacent hill, on which the underwood, abounding with snakes, scorpions, centipedes, and other reptiles, had been previously burnt and cleared away. To this spot, which was better calculated for the preservation of the health, as well as for the defence of the people, the whole of the small stock of provisions now remaining, was removed under a strict guard; whilst a few persons were left on the wreck, in order to save any further stores which might be floated up. During the rest of the day, much misery was experienced from continued thirst; but about midnight, to the great joy of all, a spring was struck upon, which, during the next twenty-four hours, afforded a pint of water to each individual. On the morning of the 20th, the captain ordered all hands to be mustered, and after explaining that, by the regulations of the navy, every man was equally liable to answer for his conduct as if he had been afloat, declared that whilst he lived the most rigorous discipline, which was so important to the welfare of all, should continue to be enforced.

At day-break on the following morning, the party stationed on the wreck discovered that they were surrounded by a small fleet of Malay proas or boats filled with armed men. These pirates, many of whom are cannibals, belong to a race generally considered to be the most merciless and inhuman savages existing in any part of the globe. Our countrymen, who were quite defenceless, instantly jumped into the boat and made for the beach, after a smart chase from the pirates, who then took possession of the ship; but not long after, an alarm was given, that they had effected a landing on a point of the island, about two miles distant. The most active exertions were immediately made to give them a warm reception: but only about a dozen cutlasses had been preserved, and, although the marines had nearly thirty muskets and bayonets, they had only seventy-five ball-cartridges amongst them. Orders were, however, given for every individual to arm himself in the best way he could; and small swords, dirks, knives, chisels, and even sharpened poles, soon supplied the place of regular weapons. Trees were also felled under the direction of the captain, and a circular breastwork was constructed around the station, by interweav-

ing loose branches with stakes, driven into the ground amongst the fallen timber. The day having passed off quietly, in the evening the whole party was classed into separate divisions, to one of which the charge of the boats at the landing-place was assigned; the noblest spirit animated all, and but little apprehension prevailed of an attack from the savages during the night, as they appeared too busily engaged in plundering the wreck to think of anything else.

Observing that the pirates had diminished in number, it was resolved, next day, to regain possession of the wreck; but the enemy, on perceiving the approach of the boats, instantly pushed off, and set fire to the ship, which became, in a few minutes, one burning mass from stem to stern. She continued in flames throughout the day and night, during which some alarm was occasioned by the sentries mistaking for enemies some of the large baboons met with on the island.

Early on Sunday, the boats again proceeded to the wreck, and found that several barrels of flour, with some casks of wine and beer, had floated up. This cheering intelligence reached the shore just at the close of divine service, which was performed in the principal tent. In the course of the two succeeding days, further supplies of flour, beer, and wine were recovered by the boats, together with what was almost equally important in the situation in which the party were placed, about fifty boarding pikes, eighteen muskets and a small quantity of ammunition. In the meanwhile, those left on the shore were fully occupied in throwing up a glacis, or sloping bank, and in otherwise strengthening the fortifications of the station; while the discovery of a second well, at the foot of the hill, at last enabled every one to have water in abundance.

Early on the 26th, two armed proas, each towing a canoe, again made their appearance from behind a rock a few miles distant, whither the pirates had retreated, as was supposed, in expectation of receiving reinforcements. They prowled for some time unperceived about the entrance of the cove, but Lieutenant Hay, who commanded the guard during the night, no sooner discovered them, than he dashed out at once with the three boats under his command. The pirates instantly cut adrift their canoes and made all sail. Only one of our boats was enabled to near them. "On closing," says Mr. M'Leod in his interesting narrative of the expedition, "the Malays evinced every sign of defiance, placing themselves in

the most threatening attitudes, and firing their swivels at the boat. This was returned by Mr. Hay with the only musket he had with him; and as they closed nearer, the Malays commenced throwing their javelins and darts, several falling into the barge, but without wounding any of the men. Soon after they were grappled by our fellows, when three or four having been shot, and a fourth knocked down with the butt-end of the musket, five more jumped overboard and drowned themselves (evidently disdaining quarter), and two were taken prisoners, one of whom was severely wounded. The Malays had taken some measure to sink their proa, for she went down almost immediately. Nothing could exceed the desperate ferocity of these people. One of those had been shot through the body, but was not quite dead. On being removed into the boat with a view of saving him (as his own vessel was sinking) he furiously grasped a cutlass which came within his reach, and it was not without a struggle wrenched from his hand: he died in a few minutes. The consort of this proa, firing a parting shot, bore up round the north end of the island, and escaped. The two prisoners were then brought ashore, and placed under a guard at the well, when their wounds were dressed, and ferocious as had been their conduct, the most humane attention was paid to them.

Soon afterwards, fourteen proas, and other small vessels, came in sight, and anchored under shelter of a distant point, on which many persons were seen to land. It was at first supposed that they had been sent from Batavia by Lord Amherst for the relief of the party, and several officers therefore set out towards them; but an interview speedily dissipated the illusion, it being ascertained, chiefly by signs, that they were a wandering community employed in collecting a sort of sea-weed found in those islands, which is in request in China. Their amicable and submissive deportment disappeared, however, on the following morning, when the real situation of our countrymen was unmasked by the discovery of the wreck, which the strangers immediately proceeded to plunder. But it was not deemed advisable to interfere with them, as there was now little of any value to be procured there.

The boats were removed in the course of the day to an adjoining cove, where they were placed in a safer position, under cover of two little posts strongly situated on the rocks, which were manned by a party armed with musketry. The Malays,

who had been fully engaged on the wreck during the preceding day, on Saturday morning received a powerful accession of force by the arrival of fourteen more proas. The prospects of our countrymen were in the meanwhile daily becoming more gloomy; their stock of provisions, although the utmost economy was used in the distribution, viz., by chopping up the allowance for the day into small pieces, whether fowls, salt beef, pork, or flour, and mixing the whole hotch-potch, boiling them together, and serving out a measure of this publicly and openly to every man without distinction, yet still it was diminishing with fearful rapidity; nothing but a few oysters could be obtained on the island; and the time had now passed away, when, according to calculation, relief ought to have arrived from Java. The boats were therefore put into a good state of repair, and a strong raft was constructed, in order to give every facility for escape, in the event of the worst taking place. But notwithstanding these depressing circumstances, a feeling of cheerfulness and content seemed to pervade every mind, and the utmost order continued to prevail.

The encampment on the hill, now termed "Fort Maxwell," had progressively been strengthened, so as to afford an excellent defence against an attack of the savages. When seen at night by fire-light, its appearance was singularly picturesque; "the wigwams," or dens as they were called, of some, neatly formed by branches, and thatched with the palm-leaf, scattered about at the feet of the majestic trees which shaded the circle; the rude tents of others, the *wrecked*, unshaven, ragged appearance of the men, with pikes and cutlasses in their hands, gave a wild and strange effect to the spot, beyond any robber-scene the imagination can portray.

Having been joined by a large reinforcement during the night of Saturday, the pirates at last began to assume a threatening aspect. At day-break on Sunday they advanced with the most hideous yells, with about twenty of their largest vessels, close to the entrance of the landing-place, where they proceeded to anchor, amidst the din of gongs, after firing one of their swivels at our party ashore. A smaller division was seen about the same time to proceed up a creek at the back of the British position, which rendered our countrymen apprehensive of a surprise in that quarter. This bold movement of the savages was, however, only a demonstration; and the two parties remained looking at each other for some time in

a state of preparation, when finding that the Malays held off from their attack, Captain Maxwell despatched an officer in a boat, a little beyond the mouth of the cove, who waved his hat in an amicable way, to endeavour to ascertain their disposition. An armed canoe, after a considerable pause, advanced to meet him, but nothing could be made out from the demeanour of the savages, who wished to possess themselves of the shirt and trousers belonging to one of the midshipmen in the boat. Another fruitless attempt was afterwards made in order to try their spirit, and when evening approached, the hostile force, which had greatly increased in strength during the day, and now amounted to more than fifty vessels of various sizes, drew closer into the cove, with a fierce and menacing aspect. Everything, indeed, indicated an approaching attack; the wreck was almost deserted, and the thoughts of the savages seemed fixed on gaining possession of property which they imagined had been rescued from it. Near sunset, several of the Malays, who had a few days before been mistaken for friends, advanced towards the landing-place, and gave our countrymen to understand, that the whole of the blockading force, except their party, were exceedingly hostile; and that a general attack was resolved upon when it became dark; they then intimated their wish that a portion of their number should proceed up the hill, for the purpose of protecting and aiding its defenders. On this treacherous offer being declined, they pulled back to their vessels, from which a wild war-whoop immediately proceeded.

When night set in, the whole of the force being assembled under arms, Captain Maxwell addressed the officers and men in an animating speech, which was received with three deafening cheers from every Briton on the island: it was, indeed, the anxious wish of every heart that the threatened attack should be made; 1,600 ball-cartridges, which had been progressively accumulated, were distributed amongst the various watches; and an alarm, which was purposely given during the night, "showed the good effect of preparation, for all were like lightning at their posts, and every one returned growling and disappointed, because the alarm was false." The cheering had its due effect on the enemy.

When the day dawned, it was found that the pirate-force had received a further accession of ten vessels. Their numbers now exceeded 600 men; and they continued, during the morning closely to invest the position as before. The general

anxiety at the non-arrival of the looked-for-relief, increased in strength each successive hour. "Awful as our situation was," says the historian of the voyage, "and every instant becoming more so; starvation staring us in the face, on one hand, and without hope of mercy from the savages on the other; yet there was no symptoms of depression, or gloomy despair; every mind seemed buoyant; and if any estimate of the general feeling could be collected from countenances, from the manner and expressions of all, there appeared to be formed in every breast a calm determination to dash at them, and be successful, or to fall as became men, in the attempt to become free."

About mid-way, whilst various plans for effecting a decisive night-attack on the pirates were in agitation, a powerful sensation was produced, by the report of the officer on the lookout, that a ship was in sight at a great distance to the southward; a dark cloud for some time hid the object of anxiety from the sight, but when it cleared away, every doubt was dispelled, by the announcement that the vessel was standing towards the island, under all sail. The British colours were therefore run up at the top of the loftiest tree on the hill; and it was not long before a sudden movement among the savages denoted that they also had discovered the distant ship. On perceiving this, Captain Maxwell resolved not to hesitate, and instantly gave orders for a simultaneous attack to be made on the blockading force; the pirates were, however, on the alert, for as soon as the mariners emerged from beneath the shade of the mangrove-trees which fringed the harbour, the whole of their vessels made sail, the nearest firing her swivel (fortunately without effect) amongst a party of officers that had dashed after them into the sea; a smart fire was kept up without effect, till they were out of gun-shot, and they soon afterwards disappeared from sight altogether.

The vessel proved to be the Ternate, one of the East India Company's cruisers. It turned out a providential circumstance, that the attack had been made on the pirates; for in consequence of the opposition of the wind and current, the ship was unable to approach nearer than twelve miles of the British position, so that the pirates would have been enabled to have completely cut off all communication with her, had they remained. The island was finally abandoned by our countrymen early on the 7th of March, after a stay of nineteen days, during which, although they were alternately ex-

posed to the influence of a burning sun, and torrents of rain, not a single individual was taken ill. The Ternate reached Batavia on the 9th, where an interesting meeting took place between Lord Amherst and the party that had accompanied him, with their countrymen.

LOSS OF H.M.S. CENTAUR

IN THE
WEST INDIES.

THE Centaur, a ship of 74 guns, and commanded by Captain Inglefield, sailed from Jamaica on September 10th, 1782, after the decisive engagement in the West Indies, on the glorious 12th of April, when the French fleet, under Count de Grasse, was defeated by Admiral Sir George Rodney; she was then in rather a leaky condition; but although it was necessary to keep two hand-pumps going, and a spell with the chain-pumps when it blew fresh, still no fears were entertained that she was not able to encounter a common gale of wind, till experience convinced them of their fatal mistake. It was on the evening of the 16th, that the fatal gale came on; the ship was prepared for the worst weather that is usually met with in those latitudes: the mainsail was reefed and set, the top-gallant-masts struck, and the mizen-yard lowered down, though at that time it did not blow very strong; but towards midnight it increased to a gale, and caused the ship to make so much water, that all hands were obliged to be turned to the pumps.

About two in the morning of the 17th, the wind has so much decreased, that they began to flatter themselves the gale was breaking; but soon after there was a heavy shower of rain, accompanied with thunder and lightning, and the wind blew in such strong gusts, that obliged them to haul up the mainsail, the ship being then under bare poles. This was scarcely done, when a gust of wind, exceeding in violence anything they had ever seen, laid the ship on her beam-ends. The water forsook the hold and appeared between decks, so as to fill the men's hammocks to the leeward, and the ship lay motionless, to all appearance irrecoverably overset. The water increasing fast, forced through the cells of the ports

and scuttled the ports from the pressure of the ship. The captain immediately ordered the main and mizen-masts to be cut away, and the fore-mast and bowsprit soon followed, upon which the ship immediately righted, but with such violence, and so quick, that they found it difficult to work the pumps; three guns immediately broke loose upon the main-deck, and it was some time before they were able to secure them; several men being maimed in the attempt, and every moveable was destroyed, either from the shot thrown loose from the lockers, or the wreck of the deck. The officers who had left their beds in the morning, naked, when the ship overset, had not an article of clothing to put on, nor could get supplied with any.

The masts had not been over the sides ten minutes, when the tiller broke short in the rudder-head; and before the chocks could be placed, the rudder was gone. Thus were they as much deserted as possible, lying at the mercy of the wind and sea; yet they had one comfort, that the pumps, if anything, reduced the water in the hold, and, as the morning of the 17th came on, the weather grew more moderate. At daylight, two line-of-battle ships appeared to leeward; one had lost her fore-mast and bowsprit, the other her main-mast, and it was the general opinion on board the *Centaur*, that one was the *Canada*, and the other the *Glorieux*. About seven they saw another line-of-battle ship ahead, which they soon distinguished to be the *Ville de Paris*, with all her masts standing. They immediately made signals of distress, hoisting the ensign on the stump of the mizen-mast, union downwards, and firing the fore-castle guns. The ensign blew away soon after it was hoisted, and it was the only one they had left; but they had the satisfaction to see the *Ville de Paris* veer and stand towards them. Several of the merchant ships also approached, and those that could, hailed and offered their assistance; but depending upon the king's ship, they only thanked them, desiring them if they joined Admiral Graves, to make him acquainted with the condition of the *Centaur*. They had not the smallest doubt but that the *Ville de Paris* was approaching them, as she appeared not to have suffered in the least by the storm, and having seen her veer, they knew that she was under the government of her helm; at this time, also, it was so moderate, that the merchant ships set their topsails, but the *Ville de Paris*, after approaching within two miles, passed them to windward, which being observed by one

of the merchant ships, she wore and came under their stern, offering to carry any message to her. Captain Inglefield desired the master to acquaint the *Ville de Paris* with their condition, and that he would remain with them till the weather grew moderate. They afterwards saw the merchant-man approach near enough to the *Ville de Paris* to speak to her; but they had reason to fear her condition was much worse than it appeared to be, as she continued her course. As the evening came on it grew hazy and blew strong in squalls. They lost sight of the *Ville de Paris*, but confidently expected they should see her in the morning: the night was passed in constant labour at the pumps, and when the wind lulled, the water diminished; but when it blew strong again, the sea rising, the water again increased.

On the evening of the 18th, they found their condition much worse than they had expected; the pumps being choked were of little use, and all the casks of rum and provisions were stove, having floated with violence from side to side, until there was not a whole cask remaining. Should the ship swim, they had no water, but what remained in the ground tier, and over this all the wet provisions, and casks filled with salt water, were floating, and with so much motion, that no man could go into the hold with safety. There was nothing left for them to try, but baling with buckets; and twenty large ones made of canvass were immediately employed. By noon the working of the buckets had considerably diminished the water, but there appeared no prospect of saving the ship if the gale continued. The labour was too great to hold out without water, yet the people worked without a murmur, and indeed with cheerfulness.

The weather at this time was more moderate, but as the evening came on, the gale increased. All day they had seen nothing of the ship that had lost her main-mast, but from her having fired guns of distress, they imagined her to be as much in want of assistance as themselves. Through the night the *Centaur* laboured so much, that they scarcely dared to entertain a hope that she could swim till the morning; yet by dint of great exertions, which were increased by want of water, they managed to hold out: but their sufferings were so intense, that many of the people could not be restrained from drinking their own water.

At daylight, on the 19th, there was no vessel in sight, and having seen flashes from guns during the night, they feared

that the ship which they had seen the preceding day had foundered. The weather grew more moderate by about eleven o'clock in the forenoon, and as the water in the hold began to diminish, the men were encouraged to redouble their efforts to get the water low enough, so as to enable them to break a cask of fresh water out of the ground tier. Some of the most resolute of the seamen were employed in the attempt, and at noon they were so far successful as to get one cask, which, though little, was a very seasonable relief.

On the morning of the 20th, the fore-hold was cleared of the water, and they had the cheering promise of a fine day, which was taken advantage of by making every disposition that could contribute to their safety; and the captain had great hopes that should the moderate weather continue, the ship would by the next day become manageable, and thereby enable them to save the people on some of the western isles: but, at the same time, had there been another ship in the company, the captain would have deemed it his duty to have quitted the ship directly.

Unfortunately, however, on the morning of the 21st, they had the mortification to find the weather again threatened, and by noon had increased to a storm; the ship laboured excessively, the wind still increased, and the carpenter declared the pumps nearly useless; and as they had no other resource but baling, all the sail-makers were employed night and day in making canvass buckets. The orlop-deck had fallen in on the larboard side; a large leak had been discovered and stopped in the forehold, and another in the ladies' hold, and the ship appeared so weak from her labouring, that it was evident she could not last much longer; the fore and after cockpit had fallen in, and all the store-rooms were down and the stern-post was so loose, that as the ship rolled, the water rushed in on either side in such great streams, that it was impossible for them to stop it. Night came on with the same dreary prospect as the preceeding, and was passed in continued labour and exertion.

On the morning of the 22nd, it was plainly to be perceived, that the fate of the ship was not far off, but still the labour went on without any apparent despair. The people were obedient and even cheerful, and each officer took his share in the work that was to be performed; but despite of their exertions, the water continued to increase during the night, and their speedy destruction seemed inevitable.

On the morning of the 23rd, they found that during the night, a fresh leak had been sprung, that the well was stove in, and the chain-pumps displaced and totally useless; and up to this time, the crew had laboured cheerfully, without a murmur and without a tear, as if determined to conquer their difficulties: but this fresh disaster, rendering all their efforts useless, overwhelmed their faculties, and many of them burst into tears and wept like children. The carpenter declared that the ship could not live long, and proposed making rafts to float the ship's company, as it was no longer possible to encourage them with any prospect of their safety. Some appeared perfectly resigned, went to their hammocks and desired their messmates to lash them in, while others were lashing themselves to gratings and small rafts; but the most prominent idea was that of putting on their best and cleanest clothes. The weather became more moderate about noon, and as the rafts had been mentioned, the captain thought it right to make the attempt, although the spars they had on board could not float half the ship's company; but men in their situations were ready to catch at a straw. The captain therefore called them together, and telling them his intention, recommended them to behave with regularity and obedience to their officers. They immediately commenced making preparations; the booms were cleared, and the boats, of which they had three, the cutter, the pinnace, and five-oared yawl, were got over the sides, a bag of bread was ordered to be put into each, and any liquors that could be got at, for the purpose of supplying the rafts.

It was the intention of the captain to get into the five-oared yawl, and the coxswain was desired to get anything from the steward that might be useful, and two men, captains of the tops, of the fore-castle, or quarter-masters, were placed in each of the boats to prevent any of the men forcing them until the arrangements were complete; but while these preparations were making, the ship was gradually sinking, the orlop-decks having been blown up by the water in the hold. The men had for some time quitted their employment of baling, and the ship was left to her fate.

In the afternoon the weather again threatened and blew in strong squalls, the sea ran mountains high, and the yawl stove alongside and sunk. As the evening approached, the ship appeared little more than suspended in water, and there was no certainty that she could swim from one moment to another;

indeed, such was the awful appearance of the surrounding elements, that it was impossible for any man to deceive himself with a hope of being saved upon a raft in such a sea; and the love of life, which never appears stronger than in the approach of death, began now to level all distinctions. It was near five o'clock when Captain Inglefield, on coming from his cabin, observed a number of people anxiously looking over the side, and found that several men had forced the pinnace, and that more were endeavouring to get in. The captain's first thought was to secure the boat before she might be sunk by numbers, and there appeared not a moment for consideration. It was a painful conflict of feelings, and which can hardly be imagined by any person who has not been in a situation like Captain Inglefield, either to remain and perish with the ship's company, to whom he could be of no further use, or seize the only opportunity of escaping which seemed left, and leave the people with whom he had had so often occasion to be well satisfied. However, the love of life prevailed. The captain called to Mr. Rainy, the master, who was the only officer on deck, and desired him to follow him. They immediately descended into the boat, and with great difficulty got her clear of the ship, as twice the number that the boat would carry were endeavouring to get in, and many jumping into the water. Mr. Baylis, a young gentlemen fifteen years of age, leaped from the chains after the boat had got off, and was taken in, making twelve persons altogether in the boat, viz., Captain Inglefield; Mr. Rainy, master; Mr. Baylis, midshipman; Mr. Clarke, surgeon's-mate; Timothy Sullivan, captain's coxswain; John Gregory and Thomas Matthews, quarter-masters; and five seamen.

The boat falling astern became exposed to the sea, and they endeavoured to pull her bow round, and keep her to the break of the sea, to pass to windward of the ship; but she was nearly filled in the attempt. The sea ran too high, and the only probability of living, was by keeping her before the wind. It was then the dreadful truth flashed upon their minds, how little better, if anything, was their condition, to that of those they had left behind them in the ship; at the best it appeared but a prolongation of a miserable existence. In a leaky boat, with one of the gunwales stove, nearly in the middle of the Western Ocean, without compass, without quadrant, without sail, without great coat or cloak, all very

thinly clothed, in a gale of wind, with a heavy sea running, was a miserable alternative between that and death.

It was about five o'clock in the evening, and about half an hour after losing sight of the ship, and before it was dark, that a blanket was discovered in the boat; this was immediately bent to one of the stretchers, and under it as a sail they scudded all night, expecting that every wave would swallow them, and with great difficulty being able to clear the boat of one sea, before the next would overwhelm them, and all of them half drowned—without having really perished, perhaps no people ever endured more.

On the morning of the 24th, the weather grew moderate, having shifted to the southward; when they quitted the ship, it was at N. W. or N.N.W., Fayall bearing E.S.E. about two hundred and fifty leagues, and should the wind continue for five or six days, there was a probability that by running before the sea, they might fall in with one of the Western Isles; but the wind having shifted, should it come on to blow, their hopes were at an end; for there was no possibility of preserving life but by running before the sea, which would carry them again to the northward, where they must inevitably perish. Upon examining what they had to subsist on, they found a bag of bread, a small ham, a single piece of pork, two quart bottles of water, and a few French cordials.

The wind continued to the southward for eight or nine days, but providentially it did not blow so strong but what they could keep the boat to the side of the sea; but they were all most miserably wet and cold. As near as they could judge, they had made nearly a E.N.E. course since the first night's run, which had carried them to the S.E., and expected to see the island of Corvo. In this, however, they were disappointed, and feared that the southerly wind had driven them too far to the northward. Their condition now began to be truly miserable, for on the fifth day, they discovered that nearly all the bread was spoiled by salt water; and as it was necessary to go to an allowance, one biscuit was divided into twelve morsels for breakfast, the same for dinner; the neck of a bottle broken off with the cork in, and filled with water, was all the allowance of each man for twenty-four hours; and this was done without any degree of partiality or distinction: but they must have perished before this, had they not fortunately caught six quarts of rain water, and even this they could not have been blessed with, had they

not found a pair of sheets, which had been put there by accident, these were spread when it rained, and when thoroughly saturated, were wrung into the kit with which they baled the boat. With this short allowance, which in their sad condition was rather tantalizing, they began to grow very feeble, and their bodies were chafed into sores in many places, from their clothes being continually wet.

On the thirteenth day there was a perfect calm, but a breeze of wind soon sprung up from the N.N.W., and increased to a gale, so that they ran before the sea, under the blanket, at the rate of five or six miles an hour, till they judged they were to the southward of Fayall, and sixty leagues to the westward; but they could not attempt to steer for it, as it was blowing strong.

On the fifteenth day of their being in the boat, they had only remaining one day's bread, and one bottle of water out of a second supply of rain. Their sufferings were now as great as human nature could possibly sustain, but they were convinced that good spirits were a better support than great bodily strength. This day died Thomas Matthews, one of the quarter-masters, and the stoutest man in the boat, from extreme hunger and cold. The day before, he had complained of his throat, as he expressed it, being too weak to swallow his morsel, and in the night he drank salt water, grew delirious, and died without a groan. As this seemed inevitably the fate of all of them, it was some consolation to think that death by starvation was not quite so dreadful as their imaginations had pictured to them. Some complained of the symptoms in their throats, others had drank their own urine, and all but the captain had drank salt water: yet with all these causes for depression of spirits, despair and gloom had as yet been successfully banished, and repeatedly had a song or a tale been substituted for a supper; but this evening the captain found it impossible to raise either.

The weather became calm as the night came on, but about midnight a breeze sprung up from the westward; but not being certain of the direction, and afraid of running out of their way, they impatiently waited for the morning sun to be their compass, whose rising showed them that the wind was precisely as they had wished, and immediately spreading their blanket, ran before the sea at the rate of four miles an hour. Their last remaining breakfast had been served, when John Gregory, the surviving quarter-master, declared that

he saw land, in the S.E.; but they had so often seen fog-banks, which bore the appearance of land, that the captain dared not trust himself to believe it, and, as they appeared exceedingly elated, gave them a caution, that they might not feel the effects of disappointment; but one of the seamen broke out into an immoderate fit of joy, swearing that if that which he now saw was not land, he had never seen land in all his life. They immediately shaped their course for it, although the captain had very little faith in it.

The wind freshened, the boat went through the water at the rate of five or six miles an hour, and in two hours the land was plainly seen by every man in the boat, but at a very great distance, so that they did not reach it before ten at night. It must have been at least twenty leagues from them when they first discovered it. There was so thick a haze in every part of the horizon, except where they discovered the land, that they could not see for more than three or four leagues. By their reckoning, Fayall bore E. by N., which was the course they were steering; and had not the sky opened for their preservation, they would in a few hours have increased their distance from the land, got to the eastward, and of course missed all the islands. As they neared the land, they were more and more convinced that it was Fayall. The island of Pico, had the weather been clear, would have satisfied them, but it was at that time capped with clouds, and it was some time before they were quite certain, having traversed for two hours a great part of the island, where the steep and rocky shore refused them a landing. This was borne with much impatience, for they had flattered themselves that they should meet with fresh water the instant they approached the island; but being disappointed in this, their thirst increased into almost a degree of madness, so that they were near attempting to land where the surf must have dashed the boat to pieces. Fortunately they discovered a fishing canoe, which conducted them safely into the road of Fayall, about midnight; but the regulations of the port would not suffer them to land, till they had been examined by the health officers. However, as their pilot brought refreshments of bread, wine, and water, they did not think so much of sleeping in the boat all night.

In the morning they were visited by the English consul, Mr. Graham, whose humane attention made ample amends for the formality of the Portuguese. Indeed it is impossible

to express their feelings of gratitude, for the kindness and humanity which was evinced by him, not only to Captain Inglefield, but to all the companions of his misfortunes; for several days his whole employment seemed to be contriving the best means of restoring them to health and strength. Perhaps there never were objects more deserving of pity. Some of the stoutest men belonging to the *Centaur* were obliged to be supported through the streets of Fayall. Captain Inglefield, and Mr. Rainy, the master, appeared in better health than any of the others; but even the captain could not walk without being supported; and notwithstanding the utmost attention that was paid to them, the most salutary provisions, and the most comfortable lodgings, for several days they grew rather worse than better: but that Providence which had sustained them through such an almost unparalleled accumulation of hardships, fatigues, and severities, at last restored them to health, vigour, and spirits.

EXTRAORDINARY FAMINE

ON BOARD THE

AMERICAN SHIP PEGGY.

THE dreadful sufferings produced by famine frequently lead men to the commission of the most horrible excesses. When insensible to the appeals of reason or of nature, man assumes the character of a beast of prey, and coolly meditates the death of a companion or a brother with a remorseless determination, deaf to every entreaty or remonstrance.

One of these scenes so afflicting to humanity, occurred in the year 1765, on board the American brigantine *Peggy*, commanded by David Harrison, and freighted by merchants of New York, for the Azores. She arrived at Fayal, one of those islands, without accident; and, having disposed of her cargo, took on board a lading of wine and spirits, and, on October 24th, she set sail on her return to New York.

On the 29th the wind, which till then had been favourable, suddenly shifted, and the vessel was much damaged by violent storms, which succeeded each other without interruption, during the month of November. In spite of all the exertions

of the crew, and the experience of the captain, the masts went by the board, all the sails, excepting one, were torn to rags; and to add to their distress, several leaks were discovered in the hold.

The wind abated a little during the beginning of December, but the vessel was driven out of her course; and destitute of masts, sails and rigging, she was perfectly unmanageable, and driven to and fro at the mercy of the waves. This, however, was the smallest evil; as another of a much more alarming nature soon manifested itself. Upon examining the state of their provisions, the stock was found to be almost totally exhausted; and, in this deplorable condition, the crew had no hope of relief but from chance.

A few days after this unpleasant discovery, two vessels were descried early one morning, and a transient ray of hope cheered the unfortunate crew of the Peggy; but the sea ran so high that it prevented Captain Harrison from having any communication with the ships, which were soon out of sight. The disappointed seamen, who were in want of everything, then fell upon the wine and brandy with which the ship was laden, and allotted to the captain two small jars of water, each containing about a gallon, which was the remainder of their stock. Some days elapsed, during which the crew, in some measure, appeased the painful cravings of hunger by incessant intoxication.

On the fourth day, they observed a ship making towards them in full sail, and no time was lost in making signals of distress, when the crew had the inexpressible satisfaction to perceive that they were answered, and the sea was sufficiently calm to permit the two vessels to approach each other. The strangers seemed much affected by the melancholy tale of their privations and sufferings, and promised to relieve them by a supply of biscuit; but it was not sent on board immediately, the captain alleging, as an excuse for the delay, that he had just begun a nautical observation, which he was anxious to complete. However unreasonable such a pretext appeared, the famishing crew of the Peggy were obliged, under existing circumstances, to submit. The time mentioned by the captain had nearly expired, when, to their extreme mortification, the latter, regardless of his promises, and dead to all feelings of honour or humanity, crowded all his sails and bore away. No language is adequate to describe the despair and consternation which overwhelmed the miserable crew.

Lashed into almost madness by disappointment, and destitute of hope, they fell upon whatever they had spared till then. The only animals that remained on board were a couple of pigeons and a cat, which were devoured in an instant. The only favour which they showed the captain, was to reserve for him the head of the cat; and, disgusting as it would have been on any other occasion, the captain afterwards declared, that at that moment he thought it a treat exquisitely delicious. The unfortunate men then supported their existence by living on oil, candles, leather, &c., and these were entirely consumed by the 28th of December.

From that day till January 13th, it is almost impossible to tell in what manner they subsisted. Captain Harrison had been for some time confined to his bed by a severe fit of the gout. On the last-mentioned day, the sailors went to him in a body, with the mate at their head, who acted as spokesman on this occasion, and after an affecting representation of the deplorable state to which they were reduced, declared that it was necessary to sacrifice one, in order to save the rest, adding, that their resolution was irrevocably fixed, and that they intended to cast lots for the victim.

The captain, who was a tender and humane man, could not help shuddering at such a barbarous proposition, and endeavoured to dissuade them from their purpose: he represented to them that they were men, and ought to regard each other as brethren; that by such an assassination, they would for ever consign themselves to universal execration, and commanded them, with all his authority, to relinquish the idea of committing so atrocious a crime: but his exhortations were thrown away; he might as well have "preached to the storm." They all with one voice, replied, that it was indifferent to them whether or no he approved of their resolution; that they had only acquainted him with it out of respect, and because he must run the same risk as themselves—adding, that in the general misfortune, all command and distinction were at an end. They then immediately left him and went upon deck, where the lots were drawn.

The lot fell upon a negro belonging to Captain Harrison; but it is more than probable that the lot had been consulted only for the sake of form, and that the wretched black was proscribed when the sailors first formed their resolution. He was instantly sacrificed. One of the crew tore out his liver, and devoured it reeking warm from the body, without having

the patience to cook it in any way ; but he was soon afterwards taken ill, and the next day he died, in violent convulsions, and with all the symptoms of madness. Some of his comrades proposed to keep his body to live on after the negro was consumed ; but the majority of them objected to this on account of the disease, which they supposed had carried him off ; his body was, therefore, thrown overboard, and consigned to the deep.

The captain, in the intervals when he was least tormented by the gout, was not more exempted from the attacks of hunger than the rest of the crew ; but he resisted all the persuasions of his men to partake of their horrid repast. He contented himself with the water which had been assigned to him, mixing with it a small quantity of spirits ; and this was the only sustenance he took during the whole period of distress.

The body of the negro, which was equally divided, and eaten with the greatest economy, lasted till the 26th of January. On the 29th, the famished crew deliberated upon selecting a second victim, and again informed the captain of their intention, to which he appeared to give his consent, lest the enraged sailors might have recourse to the lot without him. They left it to him to fix upon any method he might think proper ; when, summoning all his strength, he wrote upon slips of paper the name of each man then on board the brigantine, folded them up, and shook them together in a hat. The crew, meanwhile preserved an awful silence ; each eye was fixed, and each mouth was open, while terror was strongly impressed upon every countenance. With a trembling hand, one of them drew from the hat the fatal billet, which he delivered to the captain, who opened it and read aloud the name of David Flat. The unfortunate man on whom the lot had fallen appeared perfectly resigned to his fate. "My friends," said he to his companions, "the only favour I have to beg of you is, not to keep me long in pain ; dispatch me as speedily as the negro." Then turning to the man, who had performed the first execution, he added—"it is you I choose to give me the mortal blow." He requested an hour to prepare himself for death, to which his comrades could only reply with tears. Meanwhile compassion and the remonstrances of the captain prevailed over the hunger of the most hard-hearted, and they unanimously resolved to defer the sacrifice till eleven o'clock the following morning ; but such a short reprieve afforded

but little consolation to the unhappy Flat. The certainty of dying the next day made such a deep impression upon his mind, that his body, which, for above a month, had withstood the almost total privation of nourishment, now sunk beneath it. He was seized with a violent fever, and his state was so much aggravated by a delirium, with which it was accompanied, that some of the sailors proposed to kill him immediately, in order to terminate his sufferings. The majority, however, adhered to the resolution that had been taken of waiting till the following morning.

On January 30th, at ten o'clock in the morning, a large fire was already made to dress the limbs of the unfortunate victim, when a sail was descried at a distance. A favourable wind drove her towards the Peggy, when she proved to be the Susan, returning from Virginia, and bound to London.

The captain of the Susan could not refrain from tears at the affecting account of the sufferings endured by the famished crew. He lost no time in affording them relief, supplying them immediately with provisions and rigging, and offered to convoy the Peggy to London. The distance from New York, their proximity to the English coast, together with the miserable state of the brigantine, induced the two captains to proceed to England. The voyage was prosperous; only two men died, and all the others gradually recovered their strength; and David Flat, who had been so near the gates of death, was restored to perfect health.

LOSS OF THE GROSVENOR,

EAST INDIAMAN,

ON THE

COAST OF AFRICA.

THE Grosvenor, East Indiaman, commanded by Captain Coxon, sailed from Trincomalee, in the island of Ceylon, on the 13th of June, 1782, on her homeward-bound voyage. On the 3rd of August, as well as on the preceding day, the wind blew very hard, and on the 4th, which was Sunday, the ship lay-to under a fore-sail and mizzen staysail; the captain at that time considering them a hundred leagues from the nearest land.

Before daylight, John Hynes, a seaman, with one Lewis, and several others, were aloft striking the fore-top-gallantmast. While there, Hynes asked Lewis if he did not think there was land ahead, and where he thought he saw breakers; to which Lewis replying in the affirmative, they all hastened down to inform Mr. Beale, the third-mate, who then had the watch, of so alarming an occurrence.

Mr. Beale, however, instead of paying any attention to their information, only laughed at their knowledge, and refused to give the slightest credit to their conjectures; but Lewis immediately ran into the cabin and informed the captain, who instantly came out, and ordered the ship to be wore. The helm was accordingly put hard-a-weather the mizzen staysail hauled down, the fore-topsail and jib let go and the after-yards squared, by which means the ship's head was brought nearly round; but, unfortunately, before this could be accomplished her keel struck. Every soul on board instantly rushed upon deck, the ship all the time beating very violently. Horror and apprehension were now painted in every one's features, though the captain endeavoured to dispel the alarm which was necessarily created, and to pacify the passengers on the assurance that he was not without hope of being able to save them all, and earnestly entreated that all of them would be composed. The pumps were sounded, but no water was found in the hold, as the ship's stern was lying high on the rocks, and the fore part being considerably lower, it had all run forward. About ten minutes after the ship struck the wind changed, and blew off shore, which made them terribly apprehensive of being driven out to sea, and thereby deprived of their only chance of safety.

The gunner was ordered to fire signals of distress, but on his attempting to get into the powder-room, he found it full of water; the captain therefore ordered the mainmast first to be cut away, and then the foremast; from this, however, they derived no beneficial effect, and as the ship was lying within three hundred yards of the shore, it proved next to an impossibility to save her.

It is impossible to describe the distraction of those on board at this awful crisis; every countenance exhibited the workings of despair, and the greatest anarchy and confusion prevailed. Those who were most composed were employed in devising some means to gain the shore, and set about fram-

ing a raft of such masts, yards, and spars as could be got together, by which expedient there was a prospect of conveying the women, children, and sick persons, safely to land.

In the meantime a Lascar and two Italians attempted to swim ashore with the deep sea-line, when one of the latter perished in the attempt, though the others succeeded. By means of the small line a much larger one was conveyed on shore, and by the aid of this one, a hawser. In drawing the hawser ashore, the two men were assisted by a great number of the natives, who had now crowded to the water's edge. The masts were soon drove in by the surf and current, and whenever within reach were stripped of their hoops by the natives.

After the hawser was got out, it was fastened round the rocks by one end, while the other was made fast to the capstan on board, by which it was hauled tight. Most of the people in the wreck had been employed in constructing a raft, which by this time was finished, and a nine-inch hawser being fastened round it, they launched it overboard and veered it away towards the stern of the ship, that the women and children might the more easily embark from the quarter-gallery. Four men got upon it in order to assist them, but although the hawser was new, the violence of the surf immediately snapped it in two, and the raft driving on shore, upset, by which three of the men were drowned.

Before the masts were cut away, the yawl and jolly-boat were hoisted out; but no sooner were they over the ship's side, than they were dashed to pieces. All hands now began to do the best they could for themselves. Some of them had recourse to the hawser fastened ashore, and attempted to get along it hand over hand. Despair gave strength and resolution, and several seamen gained the land by this difficult and hazardous expedient, while others, incapable of accomplishing it, dropped, and were drowned; and these amounted to fifteen men.

The ship now separated just before the mainmast, and the bow veering round, came athwart the stern. The wind at the same time providentially shifted to its old quarter, and blew directly towards the land, a circumstance that contributed greatly towards saving the persons who then remained on board, and who all got on the poop as being nearest the shore. The wind then, in conjunction with the surges, lifting them in the part upon which they stood, rent it asunder, fore

and aft, the deck splitting in two. In this distressing moment, they crowded on the starboard quarter, which soon floated into shoal water, while the other parts continued to break off those heavy seas that would otherwise have washed them away. Thus every one on board, even the women and children, got safe ashore, the only exception being the cook's-mate, who was intoxicated, and could not be prevailed upon to leave the ship.

By the time the whole were landed, the day was drawing to a close, and night was fast approaching. Fortunately the natives, who retired with the setting sun, had left the embers of their fire, which afforded the English the means of lighting three others with the wood collected from the wreck. They also got some hogs and poultry that had been driven ashore, and made a comparatively comfortable repast. A party of them wandering along the shore in search of articles, found a cask of beef, one of flour, and a leaguer of arrack, which were delivered to the captain, who served out a proper allowance to each person. Two of the sails had also been driven ashore, with which he ordered two tents to be made for the ladies to repose in during the ensuing night.

On the morning of the fifth the natives, who were woolly-headed and quite black, came down, and directly began carrying off whatever articles struck their fancy. This conduct excited in them a thousand apprehensions for the personal safety of the people, particularly in the women; but they were allayed by observing that the natives contented themselves with plundering.

The following day was employed in collecting everything that might be useful to them during a journey, which they intended to make to the Cape of Good Hope; but the captain very prudently ordered two casks of spirits to be staved, to prevent the chance of the natives becoming dangerous by being intoxicated. He then called the survivors of the shipwreck together, and having shared the provisions among them, he represented, that as on board he had been their commanding officer, he hoped they would still suffer him to continue his command; to which they unanimously answered, "By all means." He then proceeded to inform them, that from the best calculations he could make, he trusted they would be able to reach some of the Dutch settlements in the course of fifteen or sixteen days.

On the 7th of August they set off on their journey. Mr.

Logie, the chief-mate, who had been ill for some time, being carried by two men in a hammock slung on a pole, in which laborious occupation all the men cheerfully took their turns. The whole company then moved forward, and were followed by some of the natives, while others remained near the wreck. They found a beaten path from village to village, and were followed for about three miles by the Caffres, who, from time to time, took whatever they chose from them, and sometimes threw stones at them. They soon afterwards met with a party of about thirty, with red painted faces, and among them a Dutchman, named Trout, who, having committed murders among his countrymen, had fled hither for concealment. On coming up to the Englishmen, he inquired who they were and whither they were going; and on being told, he informed them that their proposed journey would be attended with unspeakable difficulties; that they had many nations to go through, and many deserts to pass, exclusive of the dangers which they would certainly experience from meeting numbers of wild beasts. They were much depressed with this information, and offered any sum of money the Dutchman would require, if he would conduct them to the Cape; but this he would not consent to, on the ground that he dreaded putting himself in the power of the Dutch; and also, as he had a wife and children among the natives, they would not consent to let him go, even if he were so inclined.

Finding their solicitations were in vain, they pursued their journey in the same manner for four or five days. In the daytime they were constantly surrounded by the natives, who took from them whatever they chose, but as soon as the sun went down they invariably retired. As they advanced they saw many villages, but kept as far from them as possible, to avoid the rudeness of the inhabitants. At length they came to a deep gulley, where they met three natives, who held their lances several times to the captain's throat, till irritated at the insult, he wrenched one of them out of the hand of the savage, and, breaking it, kept the barb. The natives then went away, seeming to take no further notice of it; but coming on the next day to a very large village, they found three or four hundred of the savages collected, all armed with lances and targets, made of the hide of the elephant. They commenced an aggression upon the English by pilfering and insulting them, and then began to beat them. Concluding that they were marked for destruction, they immediately prepared

to act on the defensive, and, accordingly, having placed the women, children, and sick, at some distance, under the protection of about a dozen of them, the remainder, which consisted of eighty or ninety, engaged their opponents for nearly two hours and a half, when, having got possession of a rising ground, where they could not be surrounded, a kind of compromise took place.

Towards dusk they lighted a fire, and at night they reposed in the open air. During the night they were so terrified by the noise of wild beasts, that the men were obliged to keep watch in turn to prevent them approaching too near. On the following morning, they were again joined by the Dutchman, who said he had been on board the wreck and got a load of iron, pewter, lead, and copper from it, which he was now carrying to his kraal or village. He was quite alone, and, after a short conversation, took up his load of plunder and marched off.

After passing the night, disturbed as before by the howlings of beasts of prey, the party advanced at day-break; about noon the natives came as usual to plunder them, and among other things, took away their tinderbox, flint, and steel, which was to them an irreparable loss, and obliged each of them to travel with a fire-brand in his hand.

On the following day they discovered that the provisions that they had brought with them were nearly expended, and the fatigues of travelling with the women and children being very great, the sailors began to murmur. Accordingly, Captain Coxon, the first-mate, and his wife, with some of the passengers and five of the children, agreed to keep together and travel on slowly as before. Many of the seamen, induced by the great promises of Colonel James and others, were prevailed on to stay behind with them, in order to carry what little provision was left, and the blankets; while the second, fourth and fifth mates, Captain Talbot, and his coxwain, four of the passengers, and their servants, and the remainder of the seamen, being about forty-three in all, went on before.

This separation did not take place without great regret, as they had little hopes of meeting again; but on the next day those who had left the captain's party, having waited all night by the side of a river for the ebb tide, were overtaken, and the whole company once more united, when they all crossed the river, and, after travelling together the whole of that day and part of the next, they arrived at a large village, where

they found Trout, the Dutchman, who showed them his wife and children, and begged a piece of pork. He gave them some directions relative to their journey, told them the names of the places they were to pass, and the rivers they had to cross, and they having thanked him departed.

They spent the night in company, and in the morning a party of them went down to the sea-side, where they found a number of oysters, muscles, and limpets, which they divided among the women, children, and sick. Advancing until about four o'clock, they once more agreed to separate, which they did, and, as the sequel proved, never to meet again.

The second-mate's party, which comprised the most active men of the whole, travelled until quite dark, when they made a fire at a convenient place for wood and water, and reposed for the night. The following day they travelled about thirty miles, subsisting chiefly on wild sorrel, and such berries as they observed the birds to peck at; they also obtained some shell-fish from the rocks, and then gaining the banks of a river which was very wide and deep, they ended their journey for that day.

On the next morning the surge of the river deterred them from crossing it, particularly as several of the party could not swim. They were consequently obliged to follow its windings up the country, when they passed many small villages, in which, however, they could get no relief from the inhabitants, until they came to a narrower part, where they lashed together all the dry wood they could collect, with wood-bines and their handkerchiefs, and thus formed a kind of catamaran or raft, on which those who could not swim being placed, they all got over in safety, although the river was not less than two miles broad. They then returned towards the seaside, where fortunately, they procured a plentiful supply of shell-fish.

On the fourth day after this they reached a high mountain covered with wood on the inland side, which they were obliged to take, on account of the rocks, which made the shore impassable. The march was extremely fatiguing, as they had to beat through untrodden paths, and were frequently obliged to climb trees in order to explore their way, so that night approached before they had gained the summit of the mountain. There the wood terminated, and they entered upon a spacious plain with a fine stream of water running through it, where they passed the night. At the return of



The Loss of the Grosvenor.

day they found that they had another wood to pass, before again reaching the sea-side, which they did before night; but were so exhausted from the excessive fatigue they had undergone, that they contented themselves with making one fire instead of three, which were really necessary for so many; and thus they used to open their oysters and muscles, as they had been plundered by the natives of their knives, and everything else but their clothes.

About noon the next day they found a dead whale upon the beach, which had been washed up by the tide to high water-mark. The sight of such a supply of provisions afforded them great pleasure, but not being possessed of an instrument that would cut it up, they were for some time at a loss how they should avail themselves of their good fortune. They, however, made a fire upon it and dug out the grilled parts with an oyster-shell, and on this they subsisted several days.

A fine level country inland, persuaded them that they had reached the northernmost of the Dutch settlements, and without the bounds of the Caffres. Some of the party thought it would be most advisable to strike inland, while others were of opinion that it would be safer still to keep the seaside. After many arguments upon it, they at length agreed to divide. The fourth and fifth mates, Messrs. Williams and Taylor, Captain Talbot, his coxswain, and twenty-two seamen, resolved to proceed inland, while the carpenter, ship's-stewart, and cooper, Mr. D'Espenette, M. Oliver, their servant, and about twenty-four seamen kept along the sea-shore.

The inland party advanced, during three days and nights through a fine pleasant country, in which they saw many deserted villages; but all this time they had no subsistence, except a few oysters brought from the coast, and berries, and wild sorrel, gathered on the way. They therefore judged it prudent to regain the shore, where, the tide being out, they got shell-fish to allay their hunger. Soon after their separation from the others, Captain Talbot several times sat himself down to rest, and the whole company did the same, but the captain repeated this so often, through weariness, that the rest went on and left him. Not so, however, his faithful coxswain, who, seeing his master in that condition, was observed to go back and sit by him; but neither of the two have ever been seen or heard of since.

At a small river where they stopped the following noon, they

found two of the carpenter's party, who, unable to swim, had been left behind. After crossing this river, they in four days came to another so large that none of the party thought it prudent to attempt passing it. On marching along its banks they came to a village, where they saw the inside of a watch, which some of the carpenter's party had exchanged for a little milk. They proceeded up the river for several days, and passed many villages unmolested by the inhabitants; and at length crossed on a catamaran at a place where it was a mile and a half broad, only two of them, who were terrified at the breadth of it, being left behind. On the third day, after travelling in a diagonal direction, they once more reached the shore, where they slept, and the next day got some shell-fish, but no fresh water.

They now fell in with a number of the savages, by whom they were extremely ill-used, and received many blows, as they were unable to make any resistance. In three days they overtook the party from whom they had separated, and found that the carpenter had been poisoned by some kind of fruit which he had eaten from hunger; and that Messrs. D'Espinette and Oliver, with their servant, being totally exhausted, had been left behind: but that Master Law, a little boy not more than seven or eight years of age, who had formed one of their number, had borne the fatigues of the journey in a most miraculous manner. The parties, thus again united, had not travelled far before they found two planks on a sandy bank, in each of which was a spike nail. Overjoyed at such an unlooked-for requisition, they immediately set fire to the planks, and getting out the nails, flattened them between two stones, into something like knives; and a little farther on they found water, by accidentally turning up the sand at the side of a river, where they rested for the night.

After crossing the river on the following morning, they were agreeably surprised with the sight of another dead whale on the shore. A number of natives, armed with lances, immediately came down upon them; however, when they saw their deplorable condition, and that they were unable to make any resistance, they behaved very gently; and one of them even lent his lance to assist in cutting up the whale, junks of which they put into bags, and carried them until they found wood and water to dress them.

One of the people was taken ill at a river the following day, and from hard necessity his companions were obliged to leave

him behind. Their journey was prosecuted for about four days with great expedition, from not being retarded by seeking provisions. The rivers on the coast, however, frequently obstructed their progress, and at length they came to one where they resolved to remain for the night; and finding a quantity of large berries, ate them to allay their thirst. In the morning as it blew fresh and the weather was cold, some of the company were unwilling to cross; but John Hynes, a seaman, and about ten others, impatient to get forward, swam over, and journeyed on until they found a place with wood, water, and shell-fish. Here they halted two days, expecting that the others, among whom was the little boy, would come up; and then concluding that they had not ventured, on account of the blowing weather, they proceeded.

Fortunately a dead seal was discovered on the beach, and one of the knives being in the possession of this party, they cut it up with the aid of some sharp shells, and dressing a portion on the spot, carried the remainder with them. The party that had been left behind came up after two days' separation, and with them the remainder of the seal was shared. Since the carpenter's death, the command of the party devolved upon the steward, and to his care was entrusted the charge of the child, whose tender years were inadequate to combat the perils of such a journey. He strove to alleviate his sufferings, he heard his complainings with pity, and fed him when he could obtain wherewithal to do it.

In attempting to shorten the way by rounding a bluff rock which projected considerably into the sea, the united party were nearly swept away by the violence of the surf breaking against it. Their escape was almost miraculous; four or five of them lost their portion of the seal, and all their firebrands were extinguished. Though greatly dispirited by this latter misfortune, they proceeded, until coming in sight of some females, who immediately ran off, they found the remains of a fire, where they joyfully relighted their brands, and then rested a few hours.

On the following day they arrived at a village, where they obtained a young bullock in exchange for the inside of a watch and some buttons. They killed it with one of the native's lances, and then distributed it by cutting the whole into pieces; and one of the party standing with his back to the others, named the person who should have the piece that was held up. This was the only instance of their being able to get any

sustenance from the natives, except now and then that the women gave a little milk to the boy.

A sandy desert next occupied them ten days in passing, where they subsisted on the provisions they carried with them, and procured water by digging for it in the sand. Afterwards they passed for five or six days through a tribe called Tambookees, when they experienced various treatment. On the borders of the sea, a party of natives advised them to go inland; they did so, and, after advancing about three miles, came to a village, where there were only women and children. Here a little milk was obtained for the boy, and they rested from their fatigues. In the interval the men of the village returned from hunting, each bearing a part of a deer on the point of his lance. Forty of them, at least, surrounded the English, gazing on them with admiration. The natives, after partaking of a hasty meal, started up, and in an instant ran off to the woods, where they disappeared; but they were not long before they returned with a deer, which they had killed; and though the travellers earnestly solicited a part of it, they refused, and insisted on their quitting the village.

After reposing four or five miles from the village, they advanced at sunrise. For several days they saw many cattle, but had no means of obtaining any. On the banks of a river were three or four huts containing only women and children, and they, apparently more from fear than humanity, gave the travellers part of the flesh of sea-cows and sea-lions, which were hanging up in the cabins to dry. The river being a mile broad, Hynes, and eight of his companions, swam over; but the rest were fearful of attempting it, and remained behind. On crossing another river, two of their party dropped their brands. Their method of crossing without a catamaran, was tying up their clothes tight in a bundle, and fastening it with a band round their heads; the brand was stuck in the front of their bundle, and thus preserved dry. On proceeding farther they found another whale, and remained on the spot two days in the hope of their companions coming up. But ten days afterwards they discovered by some small pieces of rags scattered on the way, that those they had left behind had got the start of them. On entering a large sandy desert, where little wood or water was to be seen, they observed written on the sand at the entrance of a deep gulley—"Turn in here, and you will find plenty of wood and water," which they hastened

to obey, and saw, from the remains of fires and other traces, that their companions had rested there.

Proceeding for ten or twelve days, they continued to pass traces that denoted the advance of their companions, and fell in with a hunting party of natives, distinguished by a kind of shoe worn on the right foot. On the following day they came to a more barren country, where the natives subsist by fishing and hunting, and in three or four days longer, reached a fine and populous district. Still they could obtain no provisions; the natives were apprehensive of their carrying away their cattle, and repulsed the English with sticks and stones, so that without the resource of shell-fish on the shore they must have perished.

A violent storm of thunder, lightning, and rain, came on one night, which they determined to pass on the sea-shore; and the rain was so heavy that they were obliged to hold their canvass frocks over the fire to prevent it being extinguished. In the morning they remained till low water, in order to get shell-fish, and to dry their clothes. About four o'clock in the afternoon, they reached a large village, where the inhabitants assembled on their approach, and wounded several of them. One had his skull fractured, which rendered him delirious, and he died soon afterwards. Hynes was knocked down, and left for dead on the spot; but recovering soon afterwards, and recollecting the way his companions intended to pursue, he followed them as expeditiously as he was able.

After travelling several days over a large sandy desert, they fell in with three savages, who immediately fled. Food was procured with very great difficulty, as the sea-side seldom proved rocky, and sometimes on finding a small reef, where they expected it, they had to wait half a day for ebb-tide. On arriving at a large river called Boschusan's River, they found Thomas Lewis, who, being sick, had been left behind by the others. He found himself so weak, and the river so wide, that he determined to return to the nearest village, and there settle. His companions strove in vain to encourage him with the prospect of surviving all his hardships, and reaching the Cape of Good Hope in safety. In spite of their entreaties he returned to the natives, where he most probably found a speedy termination to his sufferings.

About noon of the fourth day, after crossing the river, the party came up with the little boy and the ship's steward,

whom they presented with some of the flesh of a whale, which they had fortunately found a few days before, and by which they were much refreshed. After journeying in this way for eight or ten days the steward and the child complained of being ill, and requested the rest to remain for that day where they were, which was readily agreed to. The steward and the boy still continuing ill, their companions consented to stay another day; but should they not then be better, necessity would render separation unavoidable.

Having prepared early in the morning whatever could be obtained for breakfast, and willing to indulge the tender frame of the poor child as much as they could, they intended to call him when everything was ready. He still rested near the fire, where all of them had slept during the preceding night; but on going to awake him, they found with sorrow, that his soul had taken its flight. With great regret they bestowed a last sigh on this youthful victim and departed.

After they had walked about two hours, Robert Fitzgerald asked for a shell of water, with which Hynes supplied him; he then asked for another, which having received, he laid himself down and instantly expired. Towards four o'clock of the same day, another of the party, William Frueel, complained of being very weak, and sat down on the sand by the sea-side, where his companions were obliged to leave him, as they had to seek wood and water; but, on returning to the spot to try whether they could get him on, he was nowhere to be seen, so that they concluded he had been taken away by wild beasts. The want of water made them suffer severely; indeed the distresses of their former situation were nothing compared to what they then suffered, and on the second day of their wanting food and water, the steward and another expired.

Next morning two of the party were reduced to a very languishing state, yet dreading to be left behind, they still walked on. One of them, however, had not proceeded far before he lay down, and his companions, unable to afford him any assistance, recommended him to the protection of heaven, and left him to expire. Morning brought no relief to their sufferings, and necessity impelled them to proceed; but their weakness was so great that another of their number dropped and was abandoned. They were now reduced to three, Hynes, Evans, and Wormington, the boatswain's mate; but their

faculties were so much impaired that they could hardly hear or see.

On the following morning the torments of thirst became so dreadful, that Wormington earnestly importuned his companions to determine by lot which of them should die, in order that the others might be preserved by drinking his blood. Hynes declared that as long as he was able to walk he could not think of such a proposal, but should he be obliged to drop, they might use him as they pleased. Upon this Wormington shaking hands with Hynes and Evans suffered them to proceed without him, and they advanced without even indulging a hope of the possibility of relief. In the course of the day they saw something before them, which had the appearance of large birds, but which, upon a nearer approach, they discovered to be men. Nearly blind and idiots, they did not at first recollect their newly found companions; but after some time they recognised in them, four of the steward's party. One of them, a boy named Price, advanced to meet them with the pleasing information that they had fresh water. This inspired them with new life, and reciprocal inquiries were made relative to the fate of their lost companions. The three men were named Berney, Leary, and De Lasso, who hearing that Wormington was left behind, the two latter went in search of him, charging them who remained not to suffer Hynes and Evans to drink too freely of the water, as several had expired from the eagerness with which they had swallowed it.

Wormington was recovered by the humanity of those who went in search of him, and a painful detail of sufferings succeeded. It appeared that the captain's steward had been buried in the sand of the last desert over which they passed, and that the survivors were reduced to such an extremity, that two of the party had been sent back to cut off part of his flesh; but while proceeding on this horrid errand, they had the good fortune to discover a young seal, just driven on shore, which afforded them a seasonable relief. Being now arrived at a favourable spot for water and shell-fish, they employed two days in collecting provisions for their future journey, and in refreshing themselves; and having experienced the invigorating effects of rest and food, they again proceeded.

With extreme difficulty and danger they passed a large river, supposed to be the Soutass, on a catamaran, and having reached the opposite shore, they looked back with horror and amazement on their fortunate escape from being driven out

to sea by the rapidity of the current. The united party, consisting of six persons, pursued their route over a desert country, and in six days reached the Schwart river, on the banks of which they took up their abode for the night.

The next morning they swam over the river in safety, and soon discovered another dead whale lying on the sea shore; and thus supplied with food, would have rested a few days, but for the want of fresh water; accordingly they cut up as much of the whale as they could carry, and proceeded. On the following morning as Price was collecting fuel, he observed two men with guns, who belonged to a Dutch settlement in the neighbourhood, who were in search of strayed cattle. One of them, John Battores, supposed to be a Portuguese, was able to converse with De Lasso, the Italian, so as to be understood: and Battores having learned the outline of their melancholy story, desired them to throw away what they had been collecting, and promised them better fare when they reached the habitation to which he belonged.

On reaching the house of Mynheer Christopher Roostoff, to whom Battores was bailiff, they were treated with the kindest attention; bread and milk were ordered to be set before them, and acting rather on the principles of humanity than prudence, they were furnished with such a quantity, that their weak stomachs were overloaded; and, after their meal, sacks were spread upon the ground for them to repose on. It had been so long since they had known anything of the calculation of time, that they were unacquainted with even the name of the month, and were given to understand that the day of their deliverance was the 25th of November; so that one hundred and seventeen days had revolved since they were shipwrecked; a period of suffering almost unparalleled, and during which they had often been most miraculously preserved.

On the following morning Mynheer Roostoff killed a sheep for the entertainment of his guests, and another Dutchman, named Buin, came with a cart and six horses to convey them towards the Cape: but they first proceeded to his house, where they were hospitably entertained for four days. From that time they were forwarded in carts from one settlement to another, till they arrived at Swellendam, about one hundred miles from the Cape, where they were detained till orders were received from the governor of the Cape as to their future destiny, as Holland and Great Britain were at that time at war. At length two of the party were ordered to be for-

warded to the Cape to be examined. Accordingly, Wormington and Leary proceeded there, and after being strictly interrogated, they were sent on board a Dutch man-of-war, lying in the bay, with orders that they should be set to work. While in this situation, Wormington imprudently threatened to give information of some fraudulent practices in which he discovered the boatswain was engaged; and the boatswain desiring him and his companion to step into a boat, conveyed them on board a Danish East Indiaman just getting under weigh, by which fortunate incident they first reached their native land.

The Dutch government at the Cape, with a humanity that does them infinite honour, on learning the particulars of the loss of the Grosvenor, despatched a large party in quest of the unhappy wanderers, although war was then raging between the two nations. This detachment consisted of one hundred Europeans and three hundred Hottentots, attended by a great number of waggons, each drawn by eight bullocks, and under the command of Captain Muller, with De Lasso and Evans as guides.

They proceeded with spirit and alacrity, until the Caffres, in consequence of their antipathy to the colonists, interrupted the expedition. In their progress they found Thomas Lewis, who had been abandoned by his companions, William Hatterley, and another. At other places on the road they met with seven Lascars and two black women, one of whom had been servant to Mrs. Logie, and the other to Mrs. Hosea, from whom they learned that soon after Hynes' party had left the captain and the ladies, they also took separate routes, but what became of them after this separation was not known.

Captain Muller returned to Swellendam with the three Englishmen, the seven Lascars, and two black women, the boy Price, and the two guides, De Lasso and Evans. The people of colour were detained at Swellendam, but the English were forwarded to the Cape, where, after being examined by the governor, they were permitted to take their passage to Europe in a Danish ship, the captain of which promised to land them in England; but, excepting Price, who was set on shore at Weymouth, they were all carried to Copenhagen, from whence they at last found their way to England.

On the 24th August, 1700, a second party of the Dutch colonists, amply provided, set out from Kaffer Keyl's river towards Cape Natal, on the coast of which it is supposed the

Grosvenor was wrecked. After proceeding an immense way, they arrived, on the 3rd of November, among the Hambonaas, a nation quite different from the Caffres, and from them they learned that they had subject to them a village of bastard Christians, descended from people shipwrecked on the coast, of whom three old women were still alive and married to a Hambonaa chief. They were fortunate enough to obtain an interview with the old women in question, who said they were sisters; but having been shipwrecked when children, they could not say to what nation they originally belonged. They seemed much pleased at an offer to take them and their children back, but added that they wished first to gather in their crops.

These intrepid adventurers, who were now four hundred and forty-seven leagues distant from the Cape, and two hundred and twenty-six beyond any human habitation, finding that they could gain no further information relative to the wreck, or the fate of the persons who had reached the shore, determined to return. They reached their respective homes in July, 1791, after surmounting incredible difficulties in an expedition to which they were prompted solely by humanity, and the desire of relieving such of our countrymen as might have remained alive among the natives.

LOSS OF THE BRIG TYRREL

ON THE

COAST OF NORTH AMERICA.

THE following circumstantial account of one of the most dreadful shipwrecks on record, is given by T. Purnell, the chief-mate, and the only person who had the good fortune to escape.

On Sunday, June 28th, 1759, the brig Tyrrel, commanded by Captain Arthur Cochlan, sailed from New York to Sandy Hook, and there came to an anchor, to wait for the captain, who was coming down with a new boat, and some other articles. He came on board early the succeeding morning, and the boat was cleared, hoisted in, stowed, and lashed. At

eight o'clock a.m., they weighed anchor, sailed out of Sandy Hook, and the same day, at noon, took their departure from the High Land Never Sunk, and proceeded on their voyage to Antigua. As soon as they made sail, the captain ordered the boat to be cast loose, in order that she might be painted, together with rudder, oars, and tiller, which he undertook to do himself.

At four p.m., they found the vessel made a little more water than usual; but as it did not cause any additional labour at the pumps, nothing further was thought of it. At eight the leak did not seem to increase; but at twelve it began to blow very hard in squalls, which threw the ship upon her broadside, and created an apprehension that she wanted more ballast; upon which the captain came on deck, it being the starboard watch, and ordered both topsails to be close reefed.

At four the following morning the weather moderated, which enabled them to let out both reefs; and at eight it became still more moderate, when they made more sail, and set top-gallant-sails; but the weather being still thick and hazy no further observation was taken, except that the vessel made more water. The captain was chiefly employed in painting the boat, oars, rudder, and tiller.

On Monday, June 30, at four p.m., the wind was at E.N.E.; it freshened very much, and blew so hard that the brig began to lie along in such a manner as created a general alarm. The captain was earnestly entreated to put back for New York, or steer for the Capes of Virginia. At eight they took in the top-gallant-sail, and close-reefed both topsails, still making more water; but afterwards, becoming more moderate, they made more sail.

On Tuesday, July 1, at four a.m., it began to blow in squalls very hard; took in one reef in each topsail, and continued so until eight—the weather still thick and hazy, but no further observations.

The next day she continued to make still more water, but, as every watch pumped it out, this was not much regarded. At four a.m. took in a second reef in each topsail—close-reefed both, and down top-gallant-yard—the gale still increasing. At four p.m. the wind got round to N., and there appeared no likelihood of its abating. At eight the captain was well satisfied that she was very crank and short of ballast, and agreed to make for Bacon Island Road, in North Carolina; but in the very act of wearing her, a gust of wind suddenly

laid her down on her beam-ends, and she never rose again. At this time Mr. Purnell, the chief-mate, was lying in the cabin with his clothes on, not having pulled them off since they left land; and being rolled out of his bed, which was on his chest, he managed, with great difficulty, to reach the round-house door, where the first salutation he met, was from the step-ladder that went from the quarter-deck to the poop, which knocked him against the companion; this proved a fortunate circumstance for those below, as by laying the ladder against the companion it served him, and those who were in the steerage, as a conveyance to windward. Having transported the two after-guns forward, to bring her more by the head, in order to make her hold a better wind, they got through the aftermost gun-port on the quarter-deck; and being all on her broadside, everything moveable rolled to leeward: and as the vessel overset, so did the boat, and turned bottom upwards, her lashings having previously been cast loose by the captain's order; and having no other prospect of saving their lives but by the boat, Purnell, with two of the sailors and the cabin-boy, who were all excellent swimmers, plunged into the water, and with great difficulty righted her; but she was still full of water, and washing with the water's edge. They then made fast the end of the main-sheet to the ring in her stern-post; and those who were in the fore-chains sent down the end of the boom-tackle, to which they made the boat's painter fast, and lifted her a little out of the water, so that she swam two or three inches free.

They then put the cabin-boy into her, and gave him a bucket, which happened at the time to float by, to bale her out as quick as he could; soon after a sailor got into her with another bucket, and in a very short time they got her free. They then put two long oars, that had been stowed in the quarter of the Tyrrel, into her, and pulled her round to windward; for as the wreck drifted, she made a dreadful appearance in the water: and Mr. Purnell and two of the crew put off from the wreck in search of the rudder, tiller, and oars, which, after a long time, they succeeded in picking up one after another. They then returned to their wretched companions, who were overjoyed to see them, having given them up for lost. By this time night drew on very fast, and they began to feel the effects of hunger; but while they were rowing, about half a peck of white biscuit in a small cask floated out of the round house, but before they could get at it, it was so completely

saturated with salt water, as to be almost in a fluid state. They found also about double the quantity of common ship-biscuit, likewise well soaked; and this was all the provision they had. They could not get a drop of fresh water, neither could the carpenter get at his tools to scuttle her sides; for could this have been accomplished, they might have supplied themselves with plenty of provisions and water. By this time it was almost dark; and, having saved one compass, they determined to quit the wreck, and take their chance in the boat, which was nineteen feet six inches long, and six feet four inches broad—this was about nine o'clock, and very dark. They had run 360 miles, by their dead reckoning, in a S.E. by E. course. The number that sought refuge in the boat, which was very deep, was nineteen in all, with little hope that they should ever either see land, or long survive their calamitous disaster. The wind got round to westward, which was the course they wanted to steer; but it began to blow and rain so very hard, that they were obliged to keep her above water. Soon after they had left the dismal wreck, the boat shipped two heavy seas, one after the other, and fortunately there was not a third, or she must certainly have been swamped.

By sunrise the next morning, July 3, they judged that they had been running E.S.E., which was contrary to their wishes; but the wind dying away, the weather became very moderate. It was now proposed to make a sail of some frocks and trousers, but they had neither needles nor twine; one of the crew, however, had a needle in his knife, and another several fishing lines in his pocket, which were unlaid by some, while others were employed in ripping the frocks and trousers. By sunset they had provided a terrible lug-sail; and having split one of the boat's thwarts, which was of yellow deal, with a large knife which one of the crew happened to have in his pocket, they made a yard, and lashed it together with the strands of the fore-top-gallant halliards, that had been thrown into the boat promiscuously. They also made a mast of one of the long oars, and set their sails with sheets and tacks made out of the strands of the top-gallant halliards, having the north star only for their guide, as the compass which they had brought with them was rendered useless, by one of the men having trodden on it. They had a tolerable good breeze all night; and the whole of the next day, July 4, the weather

continued very moderate, and the people were in as good spirits as their dreadful situation would admit.

On Saturday, July 5, the wind and weather continued much about the same; and by the north star they knew that they were standing in for the land. The next day some of the men seemed rather fatigued, and began to drink salt water; the wind, they imagined, had got round to the southward, and they steered, as near as they could guess, by the north star, to the north-west quarter; but on the 7th, they found that the wind had got back to the northward, and blew very fresh. They got their oars out the greater part of the night; and the next day, the wind still dying away, the people laboured alternately at the oars without distinction. About noon the wind sprung up again, so that they lay by their oars, and steered as near as they could guess about N.N.W., continuing so until about eight or nine in the morning of July 9, when, by the coldness of the water, they all thought they were upon soundings. In general they were in very good spirits; the weather still thick and hazy; and they found by the north star, that they had been steering about N. by W.

Thursday, July 10. By this time the people had drank so much salt water, that it began to have a visible effect upon their constitutions: the second mate had lost a considerable share of his strength and spirits; and about noon the carpenter became delirious, his malady increasing every hour, till he became so violent that about dusk he almost overset the boat, by attempting to throw himself overboard: as his strength, however, failed him, he became more manageable, and they succeeded in getting him to lie down in the middle of the boat among some of the people. Mr. Purnell drank once a little salt water, which he did not relish, but preferred his own urine, which he drank occasionally as he made it. Soon after sunset the second mate lost his speech. Mr. Purnell desired him to lean his head on him, and he died without a groan or a struggle on the 11th July, being the ninth day they were in the boat. A few minutes afterwards the carpenter breathed his last, almost in a similar manner. These melancholy scenes rendered the situation of the survivors more dreadful: it is impossible to describe their feelings—despair became general, and each man, in the sad spectacle before him, of the dead bodies of his companions, imagined his own dissolution was at hand. Their first impulse was prayer; and some in the Welsh language, some

in Irish, and others in English, fervently prayed to the Almighty for a speedy release from their sufferings: then, after a little deliberation, they stripped the dead bodies, and committed them to the deep.

The weather having become very mild, and almost calm, they turned to, cleaned the boat, and resolved to make their sail larger, out of the frocks and trousers of the two deceased men. Purnell got the captain to lie down with the rest of the people, excepting the boatswain and one man, who assisted in making the sail larger, which they completed by about six or seven o'clock in the afternoon, having made a shroud out of the boat's painter, which served as a shifting back-stay; Purnell also fixed his red flannel waistcoat at the mast-head, as a signal most likely to be seen. Soon after this, some of them observed a sloop at a great distance, coming, as they thought, from the land; this roused every man's spirits; they got out their oars, at which they laboured alternately, exerting all their remaining strength to come up with her; but night coming on, and the sloop getting a fresh breeze of wind, they lost sight of her, which occasioned a general consternation; but the appearance of the north star, which they kept on their starboard bow, gave them hopes that they stood in for the land. That night died one of the seamen, named William Wathing, at the age of sixty-four years, having been fifty years at sea: worn out with fatigue and hunger, he earnestly prayed to the last moment for a drop of water to cool his tongue. Early the next morning another seaman, named Hugh Williams, also died, and in the course of the day, another of the crew, entirely exhausted.

Early in the morning of July 13, it began to blow very fresh, and increased so much that they were obliged to furl their sail, and keep their boat before the wind and sea, which drove them off soundings. In the evening the gunner died, being six that had perished since their disaster. The weather becoming now more moderate, and the wind in the S.W. quarter, they made sail, not one in the boat being able to row, and they ran all this night with a fine breeze.

The next morning, being July 14 they lost two more, and in the evening two others of the crew died. They were on soundings again, and concluded the wind had got round to the N.W. quarter. They stood in for land all this night, and early on the following morning two others died: the bodies of the dead were committed to the deep as soon as the breath

had departed. The weather was now thick and hazy, and they were still certain that they were on soundings.

The cabin-boy was seldom required to do anything; and as his intellects at this time were very good, and his understanding clear, it was the opinion of Mr. Purnell that he might survive them all, but this he prudently kept to himself. The captain appeared likewise to be tolerably well, and to have kept up his spirits. On account of the haziness of the weather, they could not so well know how they steered by day as in the night time; for whenever the north star appeared they endeavoured to keep it on the starboard bow, by which means they were certain of making the land some time or other. In the evening they lost two more of the crew, and also before sunset, one named Thomas Philpot, an old and experienced seaman, and very strong; he died rather convulsed, and having latterly lost the power of articulation, his meaning could not be comprehended: he was a native of Belfast, in Ireland, and had no family. The survivors found it a difficult task to heave the corpse overboard, as he was a very corpulent man.

The next morning, July 16, about six or seven o'clock, they stood in for the land, according to the best of their judgment. but the weather was still thick and hazy. Purnell now prevailed on the captain and boatswain to lie down in the fore part of the boat, to bring her more by the head, in order to make her hold a better wind. In the evening the cabin-boy, who had lately appeared so well, and of whom the mate had such hopes of his surviving them all, breathed his last, leaving behind him only the captain, the chief-mate, and the boatswain, of all the nineteen that left the wreck.

The next morning, July 17, Purnell asked his two companions if they thought they could eat any of the flesh of the poor cabin-boy, who had died the day previous, and they having expressed an inclination to try, and the body being quite cold, he cut a part of the inside of the thigh, just above the knee, and gave a piece to the captain and boatswain, reserving a small piece for himself; but their stomachs were so weak, from long protracted abstinence, that neither of them could swallow a morsel of it; the body was therefore consigned to the deep.

Early in the morning of the 18th, Mr. Purnell found both his companions dead and cold! Thus, on the sixteenth day of his exposure to the elements, left destitute and alone, in

an open boat on the vast expanse of ocean, without food and without shelter, he began to think of his own dissolution. Though feeble, his understanding was still clear, and his spirits were as good as his forlorn and desolate situation could possibly admit. By the colour and coldness of the water he knew he could not be far from land, and still maintained hopes of making it. The weather continuing very foggy, he lay-to all this night, which was very dark with the boat's head to the northward.

On the morning of the 9th it began to rain, but cleared up in the afternoon, and the wind died away; still he was convinced he was on soundings.

On the 20th, in the afternoon, he thought he saw land, and stood in for it; but the night coming on, and it being very dark, he lay-to, fearing he might get on some rocks and shoals.

On the 21st, the weather was very fine all the morning, but towards afternoon it became thick and hazy; his strength was now almost exhausted, though his spirits remained good, and he continued to drink his own water occasionally.

On the 22nd, he discovered some barnacles on the boat's rudder, very similar to the spawn of an oyster, which filled him with greater hopes of being near land. He unshipped the rudder, and scraping them off with his knife, found they were of a salt, fishy substance, and ate them; but he was now so weak, and the boat had so great a motion that he found it a difficult task to re-ship the rudder.

On July 23rd, at sunrise, he became so confident that he saw land, that his spirits were considerably heightened. In the middle of the day he got up, leaned his back against the mast, and receiving considerable warmth and succour from the sun, contrived to steer the boat in this position. The next day he saw, at a very great distance, some kind of sail, which he judged was coming from the land; but this he soon lost sight of. In the middle of the day he stood up as before, and received warmth from the sun, and stood on all night for the land.

Very early in the morning of the 25th, after drinking his morning draught, to his inexpressible joy, he saw, while the sun was rising, a sail, and when the sun was up, found she was a two-masted vessel: he was, however considerably perplexed, not knowing what to do, as she was a great distance astern, and to leeward. In order to watch her motions better,

he tacked about, and soon after this perceived she was on her starboard tack, which was the same he had been standing on for many hours. Seeing she approached him very fast, he lay-to for some time, till he believed she was within two miles from the boat, but still to leeward ; he therefore thought it best to steer larger, when he found she was a top-sail schooner, nearing him very rapidly. He continued to edge down towards her, until he had brought her about two points under his lee bow, having it in his power to spring his luff, or bear away. By this time she was within half a mile, and he saw some of her crew standing forwards on her deck, and waving for him to come under their lee-bow. At the distance of about two hundred yards they hove the schooner up in the wind, and kept her so until Purnell got alongside, when they threw him a rope, still keeping the schooner in the wind. They interrogated him very closely, as they imagined he belonged to a man-of-war, by the manner in which the boat and oars were painted, and that he had run away from one of his Majesty's ships at Halifax ; consequently, if they should take him up, they would be liable to some punishment. They also thought they might expose themselves to some contagious disorder, as the bodies of the captain and boatswain were lying in the bottom of the boat, Purnell being too weak to throw them overboard ; this kept him in suspense for some time. They told him they had made the land that morning from the mast-head, and that they were running along shore to Marvel-head, to which place they belonged, and where they expected to arrive the next morning. At last they told him he might come on board, which, as he could not do without assistance, the captain ordered two of his men to assist him ; they conducted him aft on the quarter-deck, and left him resting against the companion. They were now for casting the boat adrift, but Purnell told them she was not above a month old, built at New York, and would well pay them for their trouble if they would hoist her in. To this they agreed, and having taken out the clothes that were left by the deceased, and thrown the two corpses overboard, they hoisted her in and made sail.

Being now on board, Purnell asked for a little water. Captain Castleman, who commanded the schooner, and had two sons on board, ordered one of them to bring him some, and thinking it too much, threw some of it away, and gave him the remainder, being the first fresh water he had tasted

for twenty-three days. As he leaned against the companion all this time, he felt very cold, and begged to go below: they helped him down to the cabin, where they left him, leaning on the lockers, all hands being engaged in securing the boat. After this they made some soup for him, which he thought very good, but could eat but little; and, in consequence of his late draughts, he had broke out in many parts of his body, which put him in intense pain every time he stirred. They made a bed for him out of an old sail, and were very attentive. While they were at breakfast a squall came on, which called them all upon deck, and during their absence, Purnell took up a stone bottle, and without smelling or tasting it, but thinking it rum, took a hearty draught, and found it to be sweet oil.

They still ran along shore, with the land in sight, and were in great hopes of getting into port that night, but the wind dying away, they did not get in till about nine o'clock the next night. All this time Purnell remained like a child, some one or other always with him, to give him whatever he wished to eat and drink.

As soon as they came to anchor, Captain Castleman went on shore, and returned the next morning with the owner, John Picket, Esq. Soon after they got Purnell into a boat, and carried him on shore, as he was still so feeble that he was obliged to be supported by two men. Mr. Picket took a comfortable lodging, and hired a nurse to attend him; he was immediately put to bed, and in the course of the day was visited by every doctor in the town, who all gave him hopes of recovering, but that the stronger his constitution was, the longer time it would take to recover his strength; and though treated with every kindness and attention that humanity could dictate, it was three weeks before he was able to come down stairs. The nails of his fingers and toes withered to nothing, and it was many months before they began to grow again. The boat and oars were sold for ninety-five dollars, which paid all his expenses, and procured him a passage to Boston.

LOSS OF H.M.S. WAGER

ON THE
COAST OF PATAGONIA.

AN expedition on a great scale against the settlement of the Spaniards having been resolved on by the British government, six vessels of war and two store-ships sailed from England for South America, on the 18th of September, 1740, one of which was the *Wager*, the subject of the following narrative.

The *Wager* was an old East Indiaman, which was purchased and fitted out as a man-of-war for this occasion, and being used as a store-ship, was deeply laden with military and other stores for the use of the other ships, besides being encumbered with bale goods and other merchandise. For some reason the expedition was delayed beyond the proper time, and proper regard was not paid to the necessary requisites for a voyage round Cape Horn, in a vessel of her quality and condition. The crew consisted of men pressed from long voyages and the land forces, of infirm and decrepid invalids from Chelsea Hospital, in despair at the prospect of such a long and arduous expedition,

On October 27th the *Wager* anchored in Funchal Road, in the island of Madeira, where they obtained a supply of water. On the 4th of November, Captain Kidd was removed to the *Pearl*, one of the squadron, and was succeeded by Captain Murray; but on the 17th of February, 1741, another change ensued by the death of Captain Kidd in the *Pearl*, who was succeeded by Captain Murray, and Captain Cheap had the command of the *Wager*.

On the 1st of April the commodore ordered the carpenter of the *Wager* on board the *Gloucester*, and during his absence they experienced a great deal of bad weather, and when near the southernmost mouth of the Straits of Le Maire, a sudden shift of wind almost drove them on the rocks of Staten Island. They, however, contrived to weather them, contrary to the expectations of the squadron, with whom they kept company for some time.

On the 8th of April the mizen-mast was carried away by the great roll of a hollow sea, which broke all the chain-plates to windward; and on the 12th there was a heavy gale with a

great swell. At seven in the morning a sea broke over the ship, which carried the gunner over the wheel, bilged the cutter, and canted her off the sheets, bottom up, athwart the barge. The long-boat was also half-filled, when she was scuttled, and the cutter was recovered to her place. The spritsail-yard and jibboom were got in for fear of endangering the bowsprit. The rigging was all gone, and broke fore and aft, and almost the whole of the crew were at this time sick.

The carpenter having returned on the 14th, the tempestuous weather and swell of the sea being previously too great and dangerous for boats, a cap was fitted on the stump of the mizenmast, and a lower studdingsail-boom of forty feet got up. This, however, and patching up the rigging, proved only a temporary expedient; for on the 1st of May, after a consultation of the officers, it was resolved to cut away the best bower-anchor, as there was no possibility of securing it without putting the foremast in extreme danger, as all the shrouds and chain-plates were broke, and the ship in a crazy condition.

Thus shattered and disabled, the Wager lost sight of the squadron; and from an error in conjecture as to their situation, there being no charts of that coast, and the weather being unfavourable for observation, they had the additional mortification to find themselves bearing for a lee-shore. It had been generally understood in the ship, that the place of rendezvous was the island of Juan Fernandez, to which, considering the condition she was in, the officers advised the captain to repair. A quantity of weeds and the flights of certain birds indicated their approach towards the land, and alarm began now to be excited for the danger of a lee-shore. The gunner informed the captain, that by his desire, he had calculated the longitude, and judged them to be sixty leagues from land; and then the captain told him that the place of rendezvous was the island of Socoro. The captain stated that he had no intention of coming to an anchor, but that he meant to stand off and on for twenty-four hours; and if in that time he saw none of the squadron, he should then go to Juan Fernandez. "Sir," replied the gunner, "the ship is a perfect wreck, our mizen-mast gone, with the standing rigging fore and abaft, and all our people down, twelve only being fit for duty; it may therefore be dangerous to fall in with the land." The captain observed, it did not signify, as he was determined to obey his orders and go to the first place of rendezvous. It may here be necessary to observe, that the

island of Socoro is in the neighbourhood of Baldivia, the capture of which place could not be effected without the junction of the *Wager*, which carried the naval and military stores.

On the 13th the captain unfortunately fell and dislocated his shoulder, which confined him to his cabin; and at eight in the morning the straps of the fore-gear blocks breaking the foreyard came down, which was some time before it could be got up again, so many of the crew being disabled by sickness. At nine o'clock the carpenter going forward saw land from the forecastle, and pointed it out to the lieutenant on deck, who would not believe it to be the case; till at length, when the fact would admit of no doubt, the gunner informed the captain, who immediately gave orders to swing the foreyard up, to set the foresail, and wear the ship with her head to the southward. Every exertion was made to crowd her off the land, but from the wind being tempestuous, had now increased to a perfect hurricane and blowing right in upon shore, that every attempt from so small a number of hands was rendered utterly useless.

The night came on dreadful beyond description; during the first and middle watch it blew and rained tremendously, and in throwing out the topsail to claw off the shore, they were blown from the yard. It was at the same time so extremely dark, that the people could not see the length of the ship.

On Thursday the 14th, at four in the morning, the ship came up with her head to the west, so that she was then standing off the shore; but in half-an-hour afterwards she struck abaft on a sunken rock.

The shock, though very great, so nearly resembled that of a heavy sea, such as they had often experienced in the preceding storms, that they took it for nothing else; they were, however, soon undeceived, by the ship striking a second time more violently than before, which laid her upon her beam-ends, the sea making a fair breach over her.

In this dreadful situation the vessel lay for some little time, every one on board expecting the present moment to be his last; and numbers, who being in the last stage of the scurvy, unable to leave their hammocks, already drowned. Around them nothing was visible but breakers, till at length a mountainous sea threw her off the rocks, upon which she immediately struck again and broke her tiller, so that they

were obliged to steer with the main and fore sheets, easing off one and hauling aft the other as she came-to or fell off.

In this terrific crisis of their fate, to have observed the various modes by which this accumulation of horrors operated upon the different characters and dispositions of individuals, would have required an observer free of all impressions of his own danger. One man in particular was seen stalking about the deck in the ravings of despair, and flourishing a cutlass about his head, called himself king of the country, and struck at every one he came near, till his companions knocked him down, as a security against his violence. Some who had been reduced by long sickness and the scurvy, became bereaved of sensation, and were tossed to and fro upon the deck like inanimate logs ; indeed so fearful were the foaming breakers all around, that one of the bravest men on board, dismayed at their threatening appearance, would have thrown himself over the rails of the quarter-deck had he not been prevented. There were, however, several instances of presence of mind that were truly heroic. The man at the helm kept his station when the rudder and tiller were gone ; and on one of the officers asking him if the ship would steer, he steadily made a trial by the wheel, and then answered with the same respect and coolness as if the ship had been in perfect safety. Mr. Jones, the mate, who not only survived the wreck of the Wager, but afterwards that of the Litchfield, on the coast of Barbary, was not only himself undaunted at the threatening danger, but endeavoured to inspire the same confidence in others. "My friends," he said, "let us not be discouraged. Did you never see a ship among the breakers before ? Come, lend a hand ; here is a sheet, and here is a brace ; lay hold. I don't doubt but that we may yet bring her near enough to land to save all our lives." This ready address contributed to keep up the spirits of the people who now went to work in earnest.

They now ran in between an opening of the rocks, steering by the sheets and braces, till providentially they stuck fast between two great rocks, the one to windward sheltering them in some measure from the violence of the sea. The mainmast and foremast were immediately cut by the board, and the sheet-anchor from the gunwale ; but the ship continued beating so violently, that they had very little hopes of her holding long together.

The long-expected day at length broke on the horrors of

this long night, and the weather clearing up a few moments gave them a glimpse of the shore, Their only consideration now was to save their lives, as the the land did not seem above a musket-shot off; it was, however, a work of some time to get out the boats, and the first that was launched over the gunwale, had so many who leaped into her, that she was almost overloaded. The captain sent the barge ashore to see if the land was inhabited, but not returning so soon as expected the yawl was sent after her.

The captain being confined to his bed from the accident he had met, Mr. Byron, a midshipman, went down to him and asked whether he would not go on shore, but he answered as he had done before, that he should be the last to leave the ship, and ordered Mr. Byron to assist in getting out the men as speedily as possible.

The scene within the ship became suddenly changed; those who had exhibited the strongest signs of fear, conceiving themselves now out of immediate danger, grew riotous; they broke open every box they could reach, stove in the heads of the casks of wine and brandy as they were brought up from the hold, and got so completely intoxicated that several of them were drowned on board, and lay floating about the decks for several days afterwards.

As long as any liquor could be got at, the boatswain and several of the crew would not leave the ship. Captain Cheap allowed himself, therefore, to be assisted out of bed, put into the boat, and carried ashore along with the other officers; but the master, boatswain, gunner, and carpenter remained on board.

It would naturally be supposed that gaining the shore was the most desirable object to be attained by men thus on the point of perishing by shipwreck—yet all things considered, it was doubtful whether those who landed were bettered by the exchange. Whichever way they turned their eyes a scene of horror and desolation presented itself; upon the one side the wreck, and with it all they had in the world to subsist upon, and a boisterous element presented a hideous prospect; while on the other, the bleak and barren aspect of the shore promised no other advantage than merely preservation from the sea.

In exerting themselves against impending evils, and searching for some shelter for their benumbed and almost helpless limbs, they discovered an Indian hut, in a wood, at a small distance from the beach, and into this as many as possible,

crowded themselves during the night, which was extremely tempestuous and rainy.

In this wretched hovel, a lieutenant of marines died during the night; and of those who took shelter under a tree for want of room in the hut, two also perished from the inclemency of the weather.

The calls of hunger, which had hitherto been quelled by more immediate dangers, in the morning became too importunate to be resisted. Many of them had fasted forty-eight hours, and several a much longer time; it therefore became necessary to examine what they had brought ashore. Only two or three pounds of biscuit dust had been saved, and those who had been sent out were only enabled to kill one seagull, and gather some wild celery; these were put into a pot, with a considerable quantity of water, and made into soup; but no sooner had they swallowed it than they were seized with a most painful sickness of the stomach, violent retchings, and other symptoms of being poisoned. This was attributed to the wild herbs; but upon examination, it was found that the biscuit dust, which was the sweepings of the bread-room, had been put into a tobacco-bag, whose contents had mixed with the dust and proved a strong emetic.

About one hundred and forty had by this time got on shore, but some few still remained on the wreck, among whom was the boatswain. An officer was sent in the yawl to visit them and endeavour to prevail upon them to join the rest, but he found them in such disorder and disposition to mutiny, that he was obliged to abandon his purpose and return without them.

Those on shore were strongly induced to make a survey of the land, but apprehensive that the Indians might be in the vicinity, they limited their excursions, the ground being morassy and unpromising. The spot which they occupied was a bay formed by hilly promontories; that to the north, which they called Mount Misery, was so exceedingly steep that they were obliged to cut steps in it to enable them to ascend, as the proximity of the sea prevented them going round it.

The next night proved extremely tempestuous, and the sea running very high, threatened those who were on board with destruction from the ship parting asunder. They were then as solicitous to get ashore as they were before obstinate in rejecting assistance; and not finding the boat come to their

relief the instant they expected it, they fired one of their quarter-deck guns at the hut. The ball passed just over the covering, and was distinctly heard by the captain and others who were within. Another attempt was therefore made to bring these inconsiderate people on shore, but owing to the violence of the sea the attempt proved abortive.

The people on board now became outrageous at the delay, and carrying their intemperance to excess, broke open chests and cabins for plunder that must be useless to them; and so intent were they on pillage, that one man had evidently been murdered for his share of the spoil, as his corpse presented all the marks of strangulation. In the perpetration of these outrages, they did not forget to provide themselves with arms and ammunition, of which the officers were greatly in need; but of these they were soon deprived on coming ashore by the resolution of Captain Cheap and Lieutenant Hamilton, who held loaded pistols to their breasts.

Among the mutineers who had been left on board was the boatswain, and he, instead of exerting the authority he had over the rest to restrain them as much as possible, was himself a ringleader in the riot. This man came on shore, dressed up in laced clothes; but notwithstanding the figure he then made, Captain Cheap, by a well aimed blow with his cane, felled him to the ground. It was scarcely possible to refrain from laughter at the whimsical appearance which was made by these fellows, who, having rifled the chests of the officers' best suits, had put them on over their greasy trousers, and dirty checked shirts. They were, however, soon stripped of their finery as they had before been obliged to resign their arms.

As the incessant rains and extremecold rendered it necessary to obtain some more shelter than the hut afforded; the gunner, carpenter, and several more, turned the cutter keel upwards, and fixing it on props, it formed no despicable habitation. This allowed them more time to look after provisions, and they soon supplied themselves with sea-fowls, limpets, mussels, and other shell-fish in tolerable abundance; but, notwithstanding the utmost industry, the supply was far short of the necessities of so many. The wreck was, therefore, resorted to as frequently as possible, which at best formed only a precarious addition, and several officers always stood armed on the beach as the boats arrived, to prevent the men embezzling what was brought.

In order to secure what had thus been obtained, Captain Cheap ordered a store-tent to be erected near his hut, from which nothing should be served unless in certain measure and proportions. The petty officers were appointed to watch the tent by night, which was a severe duty, considering their being engaged by day in search of food; but, notwithstanding their utmost vigilance, frequent robberies were committed on the stores; and one night when Mr. Byron had the watch he came unawares on a thief, and, presenting a pistol to his breast, compelled him to submit to be tied to a post until he had an opportunity of more effectually securing him.

The proportions that could be afforded were so small that, even with what they could find on the coast, many perished of hunger.

A boy, who had picked up the liver of one of the drowned men, could, with difficulty, be restrained from making a meal of it; while the shore was searched night and day, and those who were less fortunate than their neighbours, if they did not perish of hunger, were driven to the utmost extremity. It was only on the 25th of May that provisions began to be regularly served out from the store-tent, whereas the wreck took place on the 14th.

On the 20th of May, the long-boat was got out by cutting away the gunwale of the wreck, and several men were found drowned in it; the decks were also scuttled in order to get at the contents below. While engaged in these operations, three canoes with Indians came alongside the wreck, from around a point to the southward, but they could not be induced to enter into any intercourse with the people of the *Wager*, till having received presents of cloth and other things, they allowed themselves to be conducted to the captain, with whom they bartered for a dog or two, which those on shore roasted and ate. In a short time after their departure, they returned, bringing with them three sheep, which it was thought they had brought from a distance, as there was no appearance of them in the surrounding country.

It was now ascertained that the place of the shipwreck was about ninety leagues to the northward of the western mouth of the Straits of Magellan, in latitude between 47° and 48 south. The Cordilleras could plainly be seen from it, and by two lagoons stretching north and south, it was supposed to be an island.

The difficulties which the crew laboured under, and the

uncertainty of relief, soon caused their disobedience of conduct, which prevailed from the first, to break out into insubordination. Ten of the men deserted, and after rambling up and down the woods for some time without being able to advance, returned and settled about a league distant from the others; but being still resolved to get to the mainland, they constructed a punt, and having converted part of one of the ship's masts into a canoe, they went away up the lagoon, with the exception of three or four of their number, and were never more heard of.

The separation of these people was not to be regretted, as they were a factious and desperate set of men, and there was great reason to believe that James Mitchell, one of them, had perpetrated no less than two murders; and on the day of their desertion, they had actually plotted to blow up the captain in his hut, together with the surgeon and Lieutenant Hamilton of the Marines. One of them, less wicked than the rest, had great difficulty in dissuading them from their purpose, and half a barrel of powder, together with the train, were found actually laid.

A circumstance occurred soon after, that tended to increase the dissatisfaction which already existed. Mr. Cozens, a midshipman, being in confinement for intoxication, behaved very disrespectful and insolent to the captain, and became exceedingly riotous. A day or two afterwards, he came to blows with the surgeon, who being the stronger man, tied his hands behind him and left him. This conduct was probably the effect of liquor, as, when sober, he was universally esteemed for good-nature. A short time after this, at the hour of serving provisions, on the 10th of June, Mr. Cozens was at the store-tent, and having lately had a quarrel with the purser, high words arose. The latter told him he was come to mutiny, and immediately discharged a pistol at his head, which would have shot him, had not the cooper canted up his arm at the instant. Lieutenant Hamilton hearing the report, ran out with a firelock, and calling the captain, told him Cozens was come to mutiny; the captain came running out, and without making any inquiries, shot him through the head. Cozens fell, and lay on the ground weltering in his blood; but he took Mr. Byron, and several others by the hand, as if to bid them farewell.

The people who were alarmed by the noise of firearms, were extremely exasperated when they learned the cause, as

Cozens was beloved by all the men ; and it was naturally expected, from the state of their minds, that something desperate would be attempted. The captain, therefore, addressed the people, and told them he was resolved to maintain his authority, which remained as much in force as ever, and then ordered them to return to their tents, with which they complied.

As the long-boat had been recovered from the wreck, it was judged expedient to enlarge her. She was therefore hauled up on the 18th of June, put on two blocks and sawed in two, and lengthened about twelve feet in the keel. All hands that could be spared from obtaining subsistence were employed in assisting the carpenter in cutting and shaping timber. As the weather had lately been very tempestuous, a number of things were thrown on the shore, which parties were employed in collecting.

On the 25th, fifty Indians, men, women, and children, came in five canoes to settle with the Wager's people, and immediately began to build four wigwams. Their canoes were laden with seals, shell-fish, and four sheep ; and their presence might have proved of great use : but the seamen being under little or no control, endeavoured to seduce their wives, which gave them such offence that they departed in a fortnight, carrying everything along with them.

From the progress of the long-boat the people now began to think of the course they should take in getting home ; and having obtained Sir John Narborough's voyage from Captain Cheap, they thought the best way would be by the Straits of Magellan. The captain's opinion was different, as he planned going northwards, seizing a ship from the enemy, and joining the commodore of the squadron.

After the Indians had gone, the distresses of the people for want of food became almost insupportable. Their number originally one hundred and forty-five, had been reduced by famine to a hundred. Mr. Byron had built a small hut, fit to contain only himself and an Indian dog which he had found straying in the woods. At low water, he provided for himself by feeding on limpets along the shore, and the dog guarded his hut ; but the general distress became now so urgent that a party came to the hut, telling Mr. Byron that they must eat his dog or starve ; and in spite of his entreaties, took him away by force, and killed him. Mr. Byron thinking himself at any rate entitled to a share, sat down and eat with them. Three weeks after, recollecting the spot where the dog was

killed, he went to it, and was glad to make a meal of the paws and skin, which he found thrown aside and rotten.

The calls of hunger became so pressing, that the men were put to many shifts in endeavouring to satisfy it. Among the most ingenious of the expedients resorted to, one Phipps, a boatswain's mate, having got a water-puncheon, scuttled it, and then lashing two logs, one on each side, went out to sea in quest of subsistence. By this means he would frequently provide himself with wild-fowl when all the rest were starving. He was at last unfortunately overset by a heavy sea at a great distance from the shore, but being near a rock, he contrived to scramble to it. There he remained for two days with very little prospect of relief; till fortunately a boat which had gone out that way in quest of wild-fowl, discovered his signals and rescued him. But this accident did not discourage him; for soon after, having obtained an ox's hide used in sifting powder, he formed it into something like a canoe, with the assistance of some hoops, and made several successful voyages in it.

When the weather would permit they seldom failed of getting some wild fowl; but they were visited, by almost incessant tempests, which were productive of disastrous consequences. On one occasion, Mr. Byron and two others, having gone on an excursion in a wretched punt of their own making, had no sooner landed on a high rock, than the punt was driven loose by a sudden squall, and had not one of the men jumped into the sea at the risk of his life, and swam to her, they must in all probability have perished, as the rock was more than three leagues from the island.

The long-boat, being nearly finished, a party of fourteen, consisting of Mr. Byron, Mr. Bulkley, Mr. Jones, the purser, and ten men, were sent out in a barge to reconnoitre the coast. In this expedition they had the usual bad weather, and on the third day, having landed in a fine bay, they pitched a bell-tent which they had brought with them, in the wood opposite to where the barge lay; but this not being large enough to contain them all, four of the men went to the end of the bay, about two miles distant from the tent, to occupy an old Indian wigwam which they had discovered. This they covered with sea-weed, and lighting a fire, laid themselves down in the hope to find a remedy for hunger in sleep; but they had not long composed themselves before one of them was disturbed by the blowing of some animal in his face, and

on opening his eyes, what was his astonishment to see, by the glimmering of the fire, a large beast standing over him. He had presence of mind, however, to snatch a brand from the fire, which he thrust at the nose of the animal, which then made off. He awakened his companions, who were horror-struck at his recital; but such was their excessive drowsiness that they were soon asleep again, notwithstanding their dread of another visit. In the morning they traced the impression of the animal's foot, which was large, and provided with claws, and then proceeded, with considerable anxiety, towards their friends in the bell-tent, whom they found had been visited by the same unwelcome guest, which they had driven away by the same expedient.

The party returning to Wager's Island, found that six canoes of Indians had been there during their absence, and had brought some supplies of provisions with them. But the murmurings and dissatisfaction of the people had also in that interval increased to a great extent. They held frequent assemblies, which ended in a written declaration, on the 4th of August, that they considered the safest passage homeward by the straits of Magellan; and when they found that the captain would not alter his resolution, but insisted on the full exercise of his authority as before, they carried their mutinous designs to the utmost extremity, and resolved to deprive the captain of his command.

The people being in arms on the 28th of August, respecting the punishment of depredators upon the stores, gave three cheers while the captain was consulting with the officers, calling out for England, and sailing by the Straits of Magellan. The captain hearing the noise, came out from the tent, and was informed of their design to take the command from him, and bestow it on the lieutenant; on which he exclaimed in an authoritative tone:—"Who is he that will take the command from me?" and turning to the lieutenant, said, "Is it you, sir?" but the lieutenant, dismayed by the captain's aspect, and growing pale as ashes, answered, "No, sir!" The mutineers then returned to the captain of marines, and informed him that the lieutenant had declined the command.

All order and discipline were now entirely at an end, and soon afterwards another device was adopted to wrest the command from the captain. They determined to seize him for having killed Cozens, the midshipman, and carry him a prisoner to England. Accordingly, their project was executed

on the 9th of October, when, well aware of his resolution and intrepidity, they rushed into his tent in a body, surprised him in the morning in bed, and carried him, exposed to insult on the way, to the purser's tent.

The captain, a few days afterwards, sent for the gunner, and learning their intention of carrying him a prisoner to England, he said that he would rather be shot, and desired the gunner to ask the people to let him remain on the island. This they readily assented to; and Lieutenant Hamilton, of the marines, and the surgeon, consented to stay with him. The mutineers also allowed him an equal proportion of provisions, and the same for eight deserters, together with some arms and ammunition. They then conferred the command on Lieutenant Beans, and set sail on the 13th of October, in the long boat, cutter, and barge, to the number of eighty-one persons.

On running along the coast, they split the foresail of one of the boats, and in two days it was thought necessary to return to the wreck, and endeavour to recover some canvas. Mr. Byron had pre-determined to leave the mutineers; and therefore, returned with those who were sent back in the barge. In the course of this excursion, a portion of the party declared the same intention of returning, and they were gladly received by Captain Cheap, on their arrival at the island.

As the captain was now relieved by the departure of the long-boat from the menaces and disturbances of an unruly crew, and his strength increased by the accession of so many, he determined to put into execution his plan of going to the northward; a message was therefore sent to the deserters, who had settled on the other side of the neighbouring lagoon, to obtain their consent to join in the undertaking. This they readily agreed to, and the number of persons in all amounted to twenty; but the only boats remaining to carry them were the barge and the yawl, both very crazy bottoms; the broad-side of the latter entirely out, and the former had suffered materially from the late bad weather. They, however, managed to patch them together, so as to be fit for a voyage.

In the height of their distress, when hunger, which seems to include and absorb every other species of misery, was most prevailing, they were once more cheered by the appearance of the friendly Indians; but as they had nothing left to barter with them, their stay was but of short duration.

A fine day, so unusual in that climate, enabled them to get

off to the wreck, where they were fortunate enough to find three casks of beef, which was equally divided, and enabled them to recruit their lost health and strength.

On the 15th of December they left the island; Captain Cheap, the surgeon, Mr. Byron, and nine men, being in the barge; and Lieutenant Hamilton, Mr. Campbell, a midshipman, and six men in the yawl. They steered for a cape, or head-land, apparently about thirty leagues distant; but they had not been above two hours at sea before the wind shifted to the westward, and a heavy gale came on. The men were obliged to sit close together to windward to receive the seas on their backs, and soon after they were under the necessity of throwing everything, even their beef and grapnel, overboard to prevent the boats sinking. Night was approaching, and they were fast driving on a lee-shore, when the sea broke over them in such a frightful manner that they did not think it possible any boat could live. In this dreadful situation, expecting every instant to be dashed to pieces, those in the barge discovered an opening in the rocks, which they made, and found within a harbour as smooth as a mill-pond; and to add to their joy, they found that the yawl had got there before them.

Here they passed the night without food or firing, and put to sea the following morning. After tugging all day, they reached a small swampy island, where bad weather confined them several days. They then continued running along the coast, generally without anything to eat except sea-tangle, till at length they ate the shoes from their feet, which consists of raw seal-skin. Soon after this, the weather being extremely bad, and judging it to be Christmas-day, all hands went ashore except two in each boat as boat-keepers. Mr. Byron was on duty with another man, and the yawl lay between them and the shore at a grapnel, when overcome by fatigue, they fell asleep. At last, Mr. Byron was awakened by the excessive motion of the boat and roaring of breakers, and, at the same time, heard a shrieking of persons in distress; when looking out, he saw the yawl overset, and soon afterwards she disappeared. Dreading the same fate, he and his companion struggled to row the barge without the breakers, and then letting go the grapnel, they lay the whole of the day struggling with hunger and cold.

On the next day, the weather admitted of their going near the shore, when their companions threw them some seal's

liver, which they devoured greedily; but after suffering severely from sickness, their whole skin peeled off from head to foot.

The yawl thus being lost, and the barge too small to carry off all the men, it was indispensable to leave four of them behind; but the fatigues and distresses they had endured, made it a matter of indifference to them whether to remain or take their chance in the boat. Four marines remained, to whom they gave arms, ammunition, and some necessaries. At parting they stood on the beach and gave them three cheers; a short time afterwards, they were seen helping one another over a hideous tract of rocks, and in all probability met a miserable end, as they were never afterwards heard of.

The rest of the adventurers rowing along, still made an attempt to double the cape in view; but a terrible sea was running, and the swell carried the barge in upon the breakers, that it was with the utmost difficulty they could get her off again, so that they found it impossible to double the cape; and after remaining all night, lying upon their oars, they resolved to return to Wager Island.

They were fortunate enough to kill some seals which served for stock, and then proceeded on their voyage; they arrived at the island, after having been out exactly two months on this fruitless expedition. One of the huts they found, to their surprise, was nailed up; and on breaking it open, they concluded from the iron-work collected within, that the Indians, had been there. They had, however, little to expect from any further intercourse, as they had nothing left to barter with them.

They were once more driven to the greatest distress for want of food, as the supply of shell-fish was quite exhausted; and, as a last resource to alleviate the misery they endured, the sacrifice of one for the preservation of the remainder began to be talked about in whispers. Indeed they had so long been in the habit of eating their food raw, that many of them were little better than cannibals.

Happily this project was prevented being put into execution by Lieutenant Hamilton finding some pieces of rotten beef, which he generously brought and distributed among his companions; and a few days afterwards a party of Indians came to the island in two canoes, and were not a little surprised to find them there again. Among them was a chief, or cacique, of the tribe of the *Chonos*, who live in the neighbourhood of

Chiloe, an island on the west coast of America, and the southernmost settlement under the Spanish jurisdiction. He spoke the Spanish language, but with that savage accent, as to be almost unintelligible. Mr. Elliott, the surgeon, being master of a few Spanish words, contrived to explain that their intention was to reach some of the Spanish settlements, but were unacquainted with the safest way, or what track would afford subsistence during the journey; and promised that if the chief would conduct them in the barge, he should have it and everything in it for his trouble, to which, after some persuasion, the cacique agreed. Accordingly, having made the best preparation they could, they embarked on board the barge to the number of fifteen, including the cacique, whose name was Martin, and his servant, Emanuel.

On the second day the barge reached the bottom of a great bay, where their Indian guide had left his wife and two children in a hut, and here they remained for two or three days, employed in searching along the coast for shell-fish, and then again embarked with the Indian's family. The cacique conducted them to a river where the current was so rapid, that after a hard struggle to get up, they were obliged to return. Exhausted with fatigue, one of the men dropped from his seat and died; and Mr. Byron, who had hitherto steered the boat, was obliged to take his oar. While thus engaged, John Bosman, who was considered the stoutest man among them, fell from his seat under the thwarts, where he lay for some time breaking out into the most pathetic exclamations for some little sustenance to save him from dying. Captain Cheap had a large piece of boiled seal by him, and was the only one in possession of anything like a meal; but had become so familiarised with misery, and hardened with sufferings, that the dying man's entreaties were in vain. Mr. Byron, who sat next him, had about half-a-dozen dried shell-fish in his pocket, one of which he put from time to time into the dying man's mouth; but this only served to prolong his sufferings, till death soon after released him. The men could not repress their indignation at the captain's neglect of the deceased, saying that he ought to be deserted for such savage conduct.

The cacique departed in the canoe along with his family in quest of seals, and the English employed the time, during his absence, in traversing the coast for shell-fish; but not being successful, they returned to the barge. Six of the men, and

the Indian's servant, being a few paces in advance of the others, jumped into the barge and put off, leaving their unfortunate companions overwhelmed with astonishment at such treachery.

All the dangers they had hitherto experience seemed but light in comparison to the present unexpected blow ; for independent of being thus betrayed, everything that-could have contributed to save their lives was carried away in the boat. The cacique, on his arrival, inquired first after the barge and his servant ; and concluding from the unsatisfactory answers, that Emanuel had been murdered, he began to dread the same fate for himself and family. They assured him that his servant would return, which fortunately happened a few days afterwards ; for the Indian contrived to make his escape from the barge on their landing some distance to the westward, and returned to them overland.

The cacique being thus deprived of his stipulated reward, another was substituted in a fowling-piece belonging to Mr. Byron, and some little articles of Captain Cheap's. As they were then on an island, it was arranged that the canoe should be hauled across to a bay on the other side, from whence the cacique should go in quest of some other Indians whom he expected to join him ; but as the canoe was incapable of carrying more than four persons, he thought it advisable to take only Captain Cheap and Mr. Byron, and to leave his wife and children as hostages with their companions.

Mr. Byron had to assist in rowing the canoe, and after two days' hard labour they landed at night near six or seven wigwams, into one of which Captain Cheap was conducted by the cacique ; but Mr. Byron was left to shift for himself. He ventured to creep into the next wigwam, on his hands and knees, for the doors of these buildings are too low to allow of any other kind of entrance. There he found two woman, one of whom appeared to be very young, and very handsome for an Indian ; the other, old and as frightful as it is possible to conceive anything in human shape to be. Having stared at him for some time, they went out, on which he sat himself down by the fire to warm himself, and dry the few rags he had on. The two women came in again soon after, chattering and laughing immoderately, till perceiving the cold and wet condition he was in, they seemed to have compassion on him, and the old woman fetched a quantity of wood for the fire, while the young one, rummaging in a corner of the wigwam,

produced a fine large fish, of which he made a hearty meal, and then lay down to sleep.

All the men of the village, excepting one of two, were absent on an expedition, and till their return, which was shortly expected, Mr. Byron enjoyed the good fare provided him by his two hostesses. On the return of the men, the two women approached an elderly Indian man, of a remarkably stern and forbidding appearance, which was evinced by the signs of dread apparent in them. He seemed to be a chief or cacique, and the two women proved to be his wives. His dissatisfaction was clearly shown after some conversation, and breaking out into a savage fury, he took the young woman in his arms, and brutally dashed her to the ground. Mr. Byron could not, without sincere regret, behold these injuries inflicted on his benefactress, and could hardly restrain from his sentiments; but, fearful of her meeting with fresh severity, and the apprehension of adding fuel to the flame, prevented him from interposing.

The cacique then carried Captain Cheap and Mr. Byron back to their companions, intimating that the Indians they saw would join them in a few days, when they should all set out in a body, to the northward. They found Mr. Elliott, the surgeon, in a bad way, and Lieutenant Hamilton and Mr. Campbell almost starved, their only food being a sparing supply of eggs, brought up by the wife of the cacique, which she dealt out to them as haughtily as to slaves. Their condition was greatly relieved by the arrival of the Indians, and a more plentiful supply of provisions obtained, consisting both of birds and seals; yet their food was still served out very sparingly, through the caprice of the Indians and the arbitrary conduct of their own captain towards the men.

About the middle of March the Wager's people embarked with the Indians, no two of them being put into the same canoe. The oar fell to the lot of Mr Campbell and Mr. Byron. Lieutenant Hamilton could not row, and Captain Cheap was out of the question. The surgeon lay at the bottom of the canoe in which he was put, and died the same day, as many had done before him, of absolute starvation.

After crossing a great bay, the canoes were emptied and carried over a small neck of land to a river, up which they rowed two or three days and then again landed. The canoes were taken to pieces, and each man and woman of the party, except Captain Cheap, had something to carry. Mr. Byron

had a piece of wet, heavy canvas, with a bit of stinking seal wrapped in it, to carry for the captain. The way was through a thick wood and quagmire, often up to their knees, and stumps of trees in the water obstructing their progress and wounding their feet. Fatigued with his load, which was sufficient for a strong man in health on such a road, he was left behind by two Indians who accompanied him, and soon after, in his exertions to overtake them, he fell over a tree into a deep swamp, where he narrowly escaped drowning. Exhausted with the labour of extricating himself, he sat down under a tree, where he gave way to the most melancholy reflections; but, sensible that if he indulged in inactivity, all chance of rescue would be at an end, he marked a great tree, and depositing his burthen, hastened after his companions, with whom he came up in a few hours. Captain Cheap immediately began asking for his canvas, and on being told the disaster that had befallen Mr. Byron, instead of having compassion for his sufferings, there was nothing but grumbling for the loss of the canvas and putrid seal. Mr. Byron made no further remark, but after resting himself a little, walked back at least five miles to the tree where he had left the parcel, and returned just time enough to deliver it to his companions before they embarked with the Indians. He wanted to accompany them, but was told he must wait for some Indians who were to follow them; and they left him alone upon the beach without even a morsel of the stinking seal, about which he had suffered so much.

Night coming on, he retired into the woods, and worn out with fatigue, he fell asleep. As the day appeared, he discovered a wigwam in the woods, where he found five Indians, three men and two women, who gave him a small piece of seal; after a little rest, the whole of them departed in a canoe, and after rowing for two days, Mr. Byron joined his companions. From hence they journeyed northward; Mr. Byron, Mr. Campbell, and the servant only rowing, and having little to eat, they suffered most dreadfully. After working like galley-slaves all day, when they landed at night, instead of rest, they had often to walk miles to get a few shell-fish, and just as they had lighted a fire to dress them, they have been ordered into the boat again, and kept rowing all night, till they got into the most horrible state from emaciation and disease, that it is possible for the imagination to conceive.

One day they fell in with about forty Indians, but the caci-

que on board the canoe did not seem to understand their language. They, however, made them comprehend that a ship had been upon the coast not long before, and that she had a red flag; this they afterwards understood to be the pink Anne.

As there was but one small canoe that intended to accompany them any longer, and that in which Mr Hamilton was intended to proceed no further northward, the cacique proposed to him to join his canoe, but this he refused, as the insolence of the Indian was to him insupportable, and rather chose to remain where he was; so they left him, and it was some months before they saw him again.

They got on by slow degrees to the northward, till at last they reached an island about thirty leagues to the southward of Chiloe, where they remained till a favourable opportunity should occur for crossing the bay. After a dangerous passage from the boisterous sea and insecurity of their frail bark, they landed upon the island of Chiloe, though in a part not inhabited. After remaining a day in the snow to recover themselves from their fatigue, they set off on their journey; and on the evening of the second day, to their great joy, they observed something that had the appearance of a house. This belonged to an acquaintance of the cacique, and, having made himself known, they brought down to them some fish and plenty of potatoes, upon which they made the most comfortable meal they had made for many long months; and as soon as it was over, they rowed about two miles farther, to a little village where they landed. Here they were kindly received by the inhabitants, who seemed to vie with each other in compassionate tenderness to these poor creatures; though it was midnight they went out and killed a sheep, of which they made broth, and baked a large cake of barley meal. After they had feasted till they could eat no longer, they went to sleep about the fire, which the Indians took good care to keep up.

Upon their first coming, a messenger had been despatched to the Spanish corregidor, at Castro, to inform him of their arrival; and at the end of three days the messenger returned with an order to the principal caciques, to carry them directly to a certain place where a party of soldiers should be ready to receive them. They embarked in the evening, and it was night before they reached the appointed spot. They were met by three or four officers, and a number of soldiers, with swords drawn, who surrounded them as if they had the most formidable enemy to take charge of, instead of three poor

helpless wretches, who, notwithstanding their good living amongst the Indians, could hardly support themselves.

After remaining at Castro some time, under a state of military *surveillance*, not being allowed to go ten yards without a military attendant, they were sent on to Chaco, another Spanish settlement, where they underwent the same severe discipline; but had sometimes the honour of dining at the governor's table. Some time after they had been here, a ship arrived from Lima, which occasioned great joy amongst the inhabitants, as no ship had been there the year before, on account of the alarm of Lord Anson's squadron. The captain of her was an old man, well known upon the island, who had traded there once in two or three years, for thirty years past. He had a remarkably large head, and was commonly known by a nick-name they had given him, of *Cabuço de Toro*, or Bull's-head; and not a week had elapsed after his arrival before he came to the governor, with a melancholy countenance, saying, that he had not slept a wink since he came into the harbour, as the governor was pleased to allow three English prisoners to walk about at liberty, whom he expected every minute would board his vessel and carry her away, although he said he had above thirty hands on board. The governor assured him that he would be answerable for them, but could not help laughing at the man, as all the people in the town did. Notwithstanding these assurances, he used the utmost despatch in disposing of his cargo, and put to sea again, not considering himself safe till he had lost sight of the island.

The governor carried the strangers on an annual tour which he made through the districts of his Government; the first place he visited was Carelmapo, on the main, and from thence to Castro, where they enjoyed the same liberty which they had done at Chaco. After some little time, and visiting a few unimportant places, they returned to Chaco, when the governor informed them that a ship arrived annually from Lima, which they expected in December, and that they should be sent in her to Lima. This vessel arrived towards the middle of December, 1742; and on the 2nd of January, 1743, the officers embarked in her. She was a fine ship, deeply laden, insomuch that the sea continually washed her decks; the captain was a Spaniard, quite ignorant of maritime affairs; the crew, all Indians and negroes, but the latter being slaves, were never suffered to go aloft, lest they should fall overboard, and the owners lose their value by the accident.

Having made the land near Valparaiso, a great western swell hurried the ship in towards the shore ; but a short time afterward there sprung up a slight wind from the land, which contributed to bring them in in safety. The officers were carried ashore at Valparaiso, and put in the condemned hole in the fort, and a sentinel, with a fixed bayonet, posted at the door.

In a few days Captain Cheap and Lieutenant Hamilton were ordered up to St. Jago, as they were known to be officers by having saved their commissions ; but Mr. Campbell and Mr. Byron were left in prison, where they were supplied with very scanty fare. However, the people of the place charitably supplied their wants, and even the sentinel who stood over them laid aside half his pay for their sustenance, though he had a wife and six children.

After they had been confined a few weeks, Mr. Byron and his companion were, by an order of the President, marched up to St. Jago, the Capital of Chili, ninety miles distant from Valparaiso, to which they were conducted by a muleteer, conveying large quantities of goods.

At St. Jago they were treated with hospitality and attention, and immediately after their arrival, Don Manuel de Guiros, an officer of Admiral Pizarro's squadron, generously offered them two thousand dollars, of which they accepted six hundred, upon condition that he would take their draft upon the English consul at Lisbon. With this sum they got themselves suitably equipped, and being on their parole, amused themselves as they chose about the city ; and they had also liberty, on asking it, to make excursions into the country during ten or twelve days at a time.

After remaining here two years, during which time Mr. Campbell changed his religion, and left the other three, viz., Captain Cheap, Lieutenant Hamilton, and Mr. Byron, the governor informed them that a French ship, bound from Lima to Spain, had put into Valparaiso, and that they should embark in her. After taking leave of all their acquaintances at St. Jago, they set out for Valparaiso, having mules and a guide provided for them ; and the first person they met on their entry into the town, was the poor soldier who had been so kind when they were imprisoned in the fort, and whom they made quite happy by an unexpected present for his kindness.

On December 20, 1744, they were embarked on board the

Lys frigate, belonging to St. Malo, a ship of four hundred and twenty tons, sixteen guns, and sixty men. She had several passengers on board, Spaniards of distinction, and was then bound to Conception, in order to join three other French ships that were likewise bound home; but on account of the southerly winds were obliged to stand a long way to the westward, so that they did not make the bay of Conception till the 6th of January, 1745, when they anchored at Talca-guana, and there found the Louis Erasme, the Marquis d'Autin and the Deliverance, the three French ships that they were to accompany.

On the 27th of January they sailed from Conception; but in eight days after, the ship sprung a leak, forward, but so low that there was no possibility of stopping it without returning into port. They accordingly left the other ships and returned to Valparaiso, which, as it happened, proved a fortunate circumstance, as the other vessels were soon afterwards taken, which would most certainly have been the fate of the Lys had she not returned.

After the necessary repairs they put to sea again on the 1st of March, and made the island of Tobago on the 29th of June, and then shaped their course for Martinico; but not seeing it when they expected, they imputed their mistake to the currents, and concluded they were too much to the eastward, they accordingly steered S. W. by W., but having run this course about thirty leagues, and no land appearing, it was resolved to stand to the northward till they should gain the latitude of Porto Rico, which they made on the evening of the 4th of July.

It was now determined to go between the islands of Porto Rico and St. Domingo, for Cape François; after laying-to all night, in the morning they made sail along shore. About half-past ten they saw two sail to leeward, and soon afterwards observed that they were in chase of them, yet in a short time fell off; but the two ships had neared them so much that they could plainly make them out to be English men-of-war, the one a two-decker, the other a twenty-gun ship. The Frenchmen and Spaniards on board became so frightened, that they intended, when a breeze sprung up, to run the ship on shore; but recollecting the banditti that inhabited the coast, they resolved to take their chance and stand to the northward.

The breeze soon afterwards freshened, and the ships were fast nearing them, so that they expected nothing less than

being taken. A fine moonlight ensued, and every moment they were in expectation of seeing the ships alongside; but they saw nothing of them during the night, and in the morning there was not a ship to be seen from the mast-head. Thus did these two cruisers lose one of the richest prizes by not chasing an hour or two longer. There were nearly two millions of dollars on board, besides a valuable cargo. On the 8th they were off Cape La Grange, and what is remarkable the French at Cape François told them that it was the only day they ever remembered since the war, that the Cape had been without one or two English Privateers cruising off it.

They lay at the Cape till the end of August, when a French squadron of five men-of-war came in, commanded by Monsieur L'Etanducré, who were to convey a fleet of fifty merchantmen to France, and all sailed early in September. On the 8th they made the Cayco Grande, and the next day a Jamaica privateer hove in sight and kept to windward, resolving to pick up one or two of them in the night, if possible; when the French commodore ordered them all to keep as close as possible. This occasioned frequent accidents, to avoid which a fine ship of thirty guns, belonging to Marseilles, hauled somewhat to windward, a little out of the rest of the fleet. Monsieur L'Etanducré having observed this in the morning, ordered the frigate to send her captain on board of him, and then making a signal for all the convoy to close round him, he fired a gun and hoisted a red flag at the ensign staff. Immediately afterwards, the captain of the merchantman was run up to the main-yard-arm, and from thence ducked three times. He was then sent on board his ship again with orders to keep his colours flying the whole day, to distinguish him from the rest. The victim of this cruel treatment was said to be a young man of good family in the south of France; and as he also possessed great spirit, he would not fail to call Monsieur L'Etanducré to account when an opportunity should offer, and the affair made much noise in France afterwards.

On the 27th of October they made Cape Ortegal, and on the 31st came to an anchor in Brest Road. The *Lys* having so valuable a cargo on board, was towed into the harbour next morning, and lashed alongside one of the men-of-war. The money she contained, amounting to two millions of dollars, was soon landed; and the officers and men being impatient to get on shore from whence they had been so many years

absent, left no one on board except the three English prisoners, who were not suffered to leave the vessel, and a man or two to look after the ship.

The weather was extremely cold, was felt more severely as they had lately been used to hot climates, and were but thinly clad, and no fire or candle were allowed on board of any ship in the harbour for fear of accidents, and had not some of the officers belonging to the ship been kind enough to send them off some victuals every day, they might have starved, for Monsieur L'Etanducré never sent them even a message.

They had passed seven or eight days in this melancholy manner, when, one morning, a kind of row-galley came alongside with a number of English prisoners, belonging to two large privateers, which the French had taken. They were ordered into the same boat with them, and were then carried four leagues up the river to Landernaw, where they lived upon their parole, took the best lodgings they could get, and did very well for three months, when an order arrived from the court of Spain to allow them to return home by the first ship that offered.

Hearing that there was a Dutch ship at Morlaix ready to sail, they took horses and travelled to that town, where they had to wait six weeks before they had an opportunity of getting away. At last, they agreed with the master of a Dutch dogger to land them at Dover, and for which they paid him beforehand. When they had got down the river into the road they were hailed by a French privateer that was ready to sail upon a cruise, with the threat of sinking him if the Dutchman offered to sail before him. This command he was forced to comply with, and lay three days in the road cursing the Frenchman, who, at the end of that time put to sea, leaving him at liberty to do the same.

They had a long uncomfortable passage, and before sunset on the ninth day, were in sight of Dover, when they reminded the Dutchman of his promise to land them there. He said he would; but instead of keeping his word, in the morning they were off the coast of France. They loudly complained of this piece of villany, and insisted upon his returning to land them; when an English man-of-war appeared to windward, and bore down upon them. She sent her boat on board with an officer, who informed Captain Cheap that the ship he came from was the Squirrel, commanded by Captain Masterson.

Captain Cheap, Lieutenant Hamilton, and Mr. Byron, went

on board the Squirrel, and Captain Masterson immediately sent one of the cutters he had with him to land them at Dover, where they arrived that afternoon, and set off directly for Canterbury upon post-horses; but Captain Cheap was so tired by the time he got there, that he could proceed no further that night. The next morning he still found himself so much fatigued that he could ride no longer; it was therefore agreed that he and Mr. Hamilton should take a post-chase, and that Mr. Byron should ride on horseback. But here an unfortunate difficulty presented itself; for upon sharing the little money they had, it was not found to be sufficient to pay the charges to London, and Mr. Byron's proportion fell so short, that it was, by calculation, bare enough to pay for horses, without a farthing for eating a morsel upon the road, or even to pay the turnpikes; but these he was obliged to defraud by riding as hard as he could through them all, not paying the least regard to the men who called out to stop him. The want of refreshment he bore as well as he could.

When Mr. Byron arrived at the Borough he took a coach and drove to Marlborough-street, where his friends lived when he left England; but, on his arrival, he found that the house was shut up. Having been absent for so many years, and not having heard in all that time a word from home, he knew not who was dead or who was living, or where to go next, or even how to pay the coachman, till recollecting a linen-draper's shop not far from where he was, at which his family used to deal, he ordered the coachman to drive there: he made himself known, and the linen-draper paid the coachman. He then inquired after his family, and was told that his sister had been married to Lord Carlisle, and was at that time in Soho-square. He immediately walked to the house, and knocked at the door; but the porter not liking his appearance, which was half French and half Spanish, with the addition of a large pair of boots covered with dirt, was going to shut the door in his face, till Mr. Byron prevailed upon him to let him in.

It must be unnecessary to state, with what surprise and joy his sister received him. She immediately supplied him with money sufficient to appear like the rest of his countrymen, till which time he could not properly be said to have finished all the extraordinary scenes in which he had been involved, by a series of adventures, for the space of five years and upwards.

Some of those who abandoned Captain Cheap, and had pursued a different route through the Straits of Magellan, in the long-boat, had previously reached their native land ; but the number of those who had this good fortune was comparatively small, and their distresses, for variety and duration, almost without a parallel.

EXTRAORDINARY ADVENTURES AND SHIPWRECK OF CAPTAIN ROBERTS IN THE WEST INDIES.

NUMEROUS are the disasters to which mariners are exposed, and the fortitude with which many of them have undergone the most mournful reverses of fortune, teaches an useful lesson of patience and resignation, and shows what man is capable of acting or suffering.

Captain Roberts, who had been bred to the sea, in the year 1721, entered into a contract with several merchants of London to sail to Virginia, and there to load with a cargo for the Guinea trade. Having purchased to the amount of his investments, he was to proceed with them either to Barbadoes or Virginia, as he found most likely to be conducive to the interests of his employers ; and having disposed of his freight, he was to load with the produce of the country, for the London market. This was a complex and tedious enterprise, and fortune forbade that it should be more than partially accomplished. Captain Roberts indeed reached Virginia, and purchased a sloop and suitable cargo, with which he steered towards the Cape de Verd islands ; but here calamities and distress overtook him.

Near St. Nicholas, one of those islands, he fell into the hands of pirates, and finding him a man of spirit and intrepidity, they anxiously strove to unite him in the same nefarious confederacy. These attempts he steadily resisted ; but his unhappy situation rendered it necessary to conform more than he seems to have liked with their humours and prejudices. One of the commanders among the pirates treated him with

much indulgence, probably from a wish to draw him into his lure. By the interest of this person he was to be allowed to go on board his own ship, and to be supplied with some necessities; but unfortunately refusing to drink the Pretender's health, which surely had not been a very venial offence, circumstanced as he was, one of the piratical captains threatened to shoot him through the head; and after having insulted him in the most inhuman manner, barbarously forced him on board his own vessel at midnight, without provisions, water, or sails, and with only two boys to assist in the navigation, one of whom was not more than eight years of age. He was not even allowed a light, and his ship being leaky, darkness was doubly horrible.

That men of the most abandoned characters should so far forget what humanity is due to their fellow men, as to expose any one to almost certain destruction, merely on account of a foolish toast, may excite the astonishment of the reflecting; nor perhaps shall we wonder much less at the romantic resolution of Captain Roberts, who braved death rather than submit to an insignificant form. Sullen obstinacy is sometimes dignified with the title of heroic constancy, and many have been esteemed martyrs in a good cause, who only fell sacrifices to their own perverse disposition, or unsubmitting tempers.

Thus abandoned to his fate, and with a mind composed and resigned, Captain Roberts first set about pumping his vessel, by the assistance of the elder boy. Having pretty well gained on the water, daylight appeared, when he saw the full extent of his miserable situation. The unfeeling wretches who had turned him adrift, had left him scarcely anything to support life. On rummaging the vessel, he found only a few crumbs of bread, ten gallons of rum, a little rice, and some flour, with two gallons of water.

With much labour he patched up a sail in three days time, during which space himself and his two youthful companions fed on raw flour and rice, drinking nothing but rum. But the heat of the climate, and the fatigues to which they were exposed, rendering this kind of food unwholesome, they made cakes of dough with the little water they had left; but this operation exhausted their stock; they soon felt the extremes of drought, which spirits could not assuage. Providence now favoured them with a plentiful shower of rain, with which they quenched their thirst, and saved about a gallon over.

Small as their stock of provisions was, they husbanded it with so much care, that with the addition of a shark which they caught, it lasted them for three weeks. When famine began to stare them in the face, they had the good fortune to discover the Isle of St. Anthony; but before they could reach the landing place, darkness had set in, and they determined to wait in anxious expectation of the day. Thirst, however, was so pressing, that the elder boy solicited permission to go on shore for a little water in a small boat, and to return directly.

No sooner was he gone than Captain Roberts, worn out with fatigue, was taken ill, and retiring to his cabin, insensibly dropped asleep. At midnight he waked, and running on deck, to his extreme distress found the ship almost out of sight of land. Astonished and afflicted at this misfortune, he began to lose all hopes of recovering the shore without the assistance of his companion; and to aggravate his misery, the ship was making water very fast, and the anchor was out, which he had not strength to haul up.

The danger of sinking being most imminent, he applied himself to the pump, and in a few hours sucked it dry. His next labour was to heave the anchor on board, and in this, too, he succeeded beyond his first hopes. Parched with thirst and without a drop of water, he now endeavoured to regain the island, and at last cast anchor in a sandy bay. The same evening some negroes came to his assistance, bringing with them a very seasonable supply of water. This raised his drooping spirits; and by the help of these poor people, who had been engaged by the boy on shore, he attempted to steer the ship into the port of Paraghesi. In the night, the mainsail split, which so daunted the negroes, that they instantly took to their boat, leaving Mr. Roberts in a more forlorn situation than ever.

Next day while he was exerting himself to steer the vessel to land, he heard the voices of some people in the hold, and found three negroes, who had been left dead drunk by their companions, from applying themselves too freely to the rum, and were now just recovering their senses. These people giving themselves up for lost, when they discovered their situation, at first would render him no assistance; but on a little reflection, and finding they were near St. John's, they began to labour for their preservation. One of them pretended to know the harbour; but when he approached the

shore, he was utterly at a loss, and insisted on running the vessel on the rocks.

In this dilemma, Captain Roberts threatened to despatch the first person who should attempt this desperate deed, on which the pretended pilot leaped overboard and swam to land. Soon after the captain hauled in so close to Punto de Sal, that he could almost leap on shore, and in this situation the other negroes left him. That evening, the moon shone bright, and Captain Roberts saw several of the natives on the rocks, who next morning swam to the ship, and congratulated Captain Roberts on his arrival, and offered him any assistance in their power, if he would go on shore, where they had made a large fire to welcome him. Unfortunately he could not swim, and for the present was obliged to remain on board; but the natives made his situation more comfortable by bringing him fish and other provisions.

The succeeding day the weather looked threatening, and Mr. Roberts was justly afraid of being driven out to sea. The negroes kindly interested themselves in his preservation, and after trying in vain to fasten a rope to the rocks, offered to swim with him and his boy to land. Unwilling, however, to quit the ship while a hope remained of saving her, he resolved to persevere; but next day in spite of all his efforts, the storm drove her on the rocks, which pierced her bottom. The water now rising rapidly, the affrighted negroes left him; but as soon as the storm abated, returned and swam off with the boy. The captain now consented to leave the vessel, when two of them, taking him by the arms, bid him be of good courage, for St. Anthony would protect him. However, they had not proceeded half way, when a surge parted one of his assistants, and had not a third instantly supplied his place, this unhappy man must have been lost. At last he reached the land, and soon saw his vessel part asunder, while the natives employed themselves in swimming backwards and forwards to the wreck to save what articles they could.

Thus was the captain happily rescued from a boisterous sea, and the attentions of the natives were exerted to dissipate all reflections on his still distressing situation. The negroes then took him to the fire to warm him and dry his clothes, and expressed their admiration of his fortitude and perseverance. The governor, too, hearing of his misfortunes, sent the most humane offers of assistance, and he was now well supplied with milk and fruit. But with all the alleviations of humanity,

not only the perils he had just escaped, but his present situation, filled him with awe and apprehension. He was now fixed on a shelf of rocks, under the covert of others which impended over his head. These rose to an amazing height, and it was not without much danger that the friendly natives descended such frightful precipices to his assistance, which it was impossible for him to climb! and as he could not swim, as they did, to a landing place, his immediate prospects were those only of prolonged misery.

In this place, Mr. Roberts and his boy had continued for several days, still visited by the natives, who exerted themselves with increasing benevolence to relieve him. Among those who now came off to him was a man who, to his surprise addressed him in English. On inquiry what could bring him here, he said his name was Franklin, that he was a native of Wales and having been some time detained by pirates, had found means to escape, and to reach this island.

The conversation of Franklin gave Captain Roberts much consolation; and he indulged the hopes of having the only boat belonging to the island sent round to take him off; but as it did not arrive at the expected time, he became impatient, and resolved to attempt to climb the rocks, by the assistance of the friendly natives.

With extreme difficulty he ascended half-way up the first rock, some hundred feet, when looking down, his head grew giddy with the horrid view, and, had he not been supported, he must have been dashed to pieces, by falling to the bottom. At last he reached the first landing place; from thence he proceeded about three quarters of a mile in a narrow path, open towards the sea, and sometimes found it so contracted as barely to allow him footing. His guides, however, assisted him with poles across the most difficult places; but at last they came to an ascent almost perpendicular, when two of the negroes striking a crag, to try if it was fixed, a huge fragment tumbled over them, and from the noise it raised, Roberts expected that the cliffs above would instantly fall upon them, and involve them in undistinguished ruin.

When the alarm was over, they concerted measures for further operations; and finding it impossible for Roberts to climb the remaining space, his guides descended with him in an oblique direction, to the bottom, without any accident. The fatigue he had undergone threw him into a fever, which lasted near a month; but still he had the happiness to experience

the unwearied assiduities of the natives; and on his recovery found the boat ready to receive him, and safely reached the harbour. Unable to walk or support himself, he was fastened upon the governor's horse, and in that state was conducted to his house. This gentleman, in a manner honourable to his feelings, sympathised with Captain Roberts' distresses, and after some time, he was invited to take up his residence with the son of a former governor, who received him with the pleasure of a friend. Meanwhile the natives continued their attentions, and daily supplied him with various presents. As soon as Roberts was able to walk abroad, he returned the visits of these kind people, and amused himself in joining their hunting parties. That the breed of wild goats may not be destroyed, no one is allowed to hunt without the governor's consent, and that is one of the principal privileges he enjoys.

With the mildest disposition and most benevolent intentions the natives appeared to be the most ignorant and superstitious. They had a negro priest who officiated among them, but his learning and understanding were nearly on a level with those of his flock. St. John's Island, where Captain Roberts landed, is situated in $15^{\circ} 25'$ north latitude, and is very high and rocky. It produced amazing quantities of saltpetre in several natural caverns, where it hangs like icicles, or forms a crust like hoar frost.

By the favour of the governor Captain Roberts set about building a boat to carry him thence, and having saved several of the materials from the vessel which was wrecked, the business was carried on with spirit. The idea of visiting his native land inspired Roberts with resolution to persevere in this arduous undertaking, and his operations were well seconded by the friendship and attachment of the islanders. It is impossible to do adequate justice to their general conduct and zealous good services in favour of our countryman; and though shipwrecked in such a situation, where he was cut off from all hopes of deliverance, except by his own endeavours, must have been more fortunate than in falling into the hands of such a gentle and benevolent race of men.

The boat being completed in the best manner that circumstances would allow, and supplied with an adequate stock of provisions, Roberts devoted a few days to make his thankful acknowledgments to the natives, who desired no other reward but his favourable report of them to his countrymen; and

having taken his leave, he embarked with his boy, two negro mariners, who belonged to St. Nicholas, and three of these islanders; Franklin choosing to remain in his present situation. The evening after they sailed, they came to St. Philip's, and landing next morning, were courteously received. Here they fell in with a person who had the title of Proanador, of St. John's, who wanted to go to that island. The boat being found inconvenient for a voyage of any length, this gentleman proposed to Captain Roberts to return with him to St. John's and to carry with them some artificers, who would soon equip his little vessel in a more commodious manner. This offer was very grateful, and as several other persons wished to visit that island, Captain Roberts accommodated them with a passage, for which he received an adequate recompense.

The same day that they weighed from St. Philip's they reached St. John's, to the great satisfaction of all the passengers and crew, some of them being unaccustomed to nautical expeditions, plumed themselves not a little on the voyage they had made. The natives showed our countryman the same humane and friendly attention as before; and by the assistance of the carpenters they had brought from St. Philip's, the boat was considerably improved, and much better adapted for any navigation.

Having carried back the artificers, Captain Roberts sailed to St. Jago, and continued trading for some time among the different islands, carrying provisions to Mayo, and loading back with salt; till at length, being at St. Nicholas, his boat was staved to pieces on the rock, while himself and crew were on shore. The inhabitants, however, at St. John's, gave him the most convincing proofs of their beneficence, and purchased the broken fragments of the boat for twelve dollars.

Once more reduced to the necessity of attempting some new expedient, or of remaining where he was, the prospects of our author began to brighten before he could come to any decisive resolution of his own. An English vessel arrived, commanded by Captain Harfoot, who intended to trade among these islands for clothes, and then proceed to Barbadoes. This officer finding Captain Roberts likely to promote the objects of commerce which he had in view, made overtures to him for entering into the scheme, a proposal which was gladly accepted.

They visited Bona Viste, Mayo, and St. Jago. In the harbour of Port Praya, in the latter island, they found an English vessel from Guinea, freighted by Portuguese merchants. She

had lost the greater part of her crew, and having still a voyage to Lisbon to perform, her captain was anxious to engage the service of Roberts; and the hope of his finding the way to England much earlier than he could otherwise have done, prevailed on him to detach himself from Captain Harfoot, and embrace the present offer.

Having embarked in this ship, they had scarcely left St. Jago, when the most dangerous leaks were discovered; and as the trade winds would not permit them to return to the Cape Verd Islands, they had no alternative but to bear away for Barbadoes, which island they at length reached on Christmas-day, 1724.

At this place the ship was completely repaired, and after a stay of three months in that island, they again directed their course to Lisbon, when Captain Roberts eagerly seized the first opportunity of obtaining a passage to London, which he reached in June, 1725, after an uniform series of distresses and disappointments during the period of four years.

DREADFUL SUFFERINGS
OF
SIX DESERTERS
ON
THE ATLANTIC OCEAN.

ON Dec. 12, 1799, a court of inquiry was held at St. Helena, before Captain Desfontain, president, Lieut. B. Hodson, and Ensign Young, when the following extraordinary and affecting narrative of the sufferings of six deserters from the artillery of the island of St. Helena, was made to them on oath, by John Brown, one of the survivors:—

“In June, 1799, I belonged to the first company of artillery, in this garrison, and on the 10th of that month, about half an hour before parade time, M’Kinnon, gunner and orderly of the second company, asked me if I was willing to go with him on board of an American ship, called the Columbia, Captain Henry Lelar, the only ship then in the roads. After some conversation I agreed, and met him about seven o’clock, at the playhouse, where I found one M’Quin, of Major Seale’s

company, another man called Brighthouse, another named Parr, and the sixth, Matthew Conway.

Parr was a good seaman, and said he would take us to the island of Ascension, or lie off the harbour till the Columbia could weigh anchor and come out. We went down about eight o'clock to the West Rock, where the American boat, manned with three seamen, was waiting for us and took us alongside the Columbia. We went on board; Parr went down into the cabin, and we changed our clothes, after having been on board half an hour.

Brighthouse and Conway proposed to cut a whale-boat out of the harbour, to prevent the Columbia from being suspected. This they accomplished, taking in her a coil of rope, five oars, and a large stone by which she was moored.

We observed lanterns passing on the line towards the Sea-gate, and hearing a noise, thought we were missed and sought for. We immediately embarked in the whale-boat, with about twenty-five pounds of bread in a bag, and a small keg of water, supposed to contain three gallons, and one quadrant, given to us by the commanding officer of the Columbia.

We then left the ship, pulling with two oars only, to get ahead of her. The boat was half full of water, and we had nothing to bale it out. In this condition we rode out to sea, and lay off the island at a great distance, in hourly expectation of the American ship taking us up.

About twelve o'clock the second day, no ship appearing, by Parr's advice we bore away, steering N. by W., and then N.N.W. for the island of Ascension, using our handkerchiefs as substitutes for sails. We met with a gale of wind, which continued two days; the weather then became very fine, and we supposed we had run about ten miles an hour. M'Kinnon kept a reckoning with pen, ink, and paper, with which, together with maps and charts, we were supplied by the Columbia.

We continued our course till about the 18th in the morning, when we saw a number of birds, but no land. About twelve that day, Parr said he was sure we must be past the island, accounting it to be eight hundred miles from St. Helena. Each of us then took off our shirts, and with them we made a small spritsail, lacing our jackets and trousers at the waistband to keep us warm; and then altering our course to W. by N., thinking to make Rio de Janerio, on the American coast. Provisions running very short, we allowed ourselves

only one ounce of bread, and two mouthfuls of water for twenty-four hours.

On the 25th all our provisions were expended. On the 27th M'Quin put a piece of Bamboo in his mouth to chew, and we all followed his example. On the night of that day it was my turn to steer the boat, and recollecting to have read of persons in our situation eating their shoes, I cut a piece off one of mine; but being soaked with salt water, I was obliged to spit it out, and take the inside sole, of which I ate a part, and distributed the remainder to the rest; but we found no benefit from it.

On the first of July Parr caught a dolphin, with a gaff that had been left in the boat. We all fell on our knees, and thanked God for his goodness to us. We tore up the fish, and hung it to dry; about four we ate part of it, which agreed with us pretty well. On this fish we subsisted till the 4th; about eleven o'clock, when finding the whole consumed, Parr, Brighthouse, Conway, and myself, proposed to scuttle the boat, and let her go down, to put us out of our misery; the other two objected, observing that God, who had made man, always found him something to eat.

On the 5th, about eleven, M'Kinnon proposed that it would be better to cast lots for one of us to die, in order to save the rest, to which we consented. William Parr, being seized two days before with the spotted fever, was excluded. He wrote the numbers and put them into a hat. We drew them out blindfolded, and put them in our pockets. Parr then asked whose lot it was to die; none of us knowing what number we had in our pocket, it was agreed that number five should die, and the lots being unfolded, M'Kinnon's was the fatal number.

We had concluded that he on whom the lot fell should bleed himself to death, for which purpose we had provided ourselves with sharpened nails, which we got from the boat. With one of these M'Kinnon cut himself in three places; in his foot, hand, and wrist; and praying to God to forgive his sins, he died in about a quarter of an hour.

Before he was quite cold, Brighthouse, with one of the nails, cut a piece of flesh off his thigh, and hung it up, leaving his body in the boat. About three hours afterwards we all ate of it, but only in a very small quantity. We dipped the body every two hours in the sea to preserve it. Parr having found a piece of slate in the bottom of the boat, he sharpened

it on the large stone, and with it cut another piece off the thigh, which lasted us till the 8th; when it being my watch, and observing the water, about break of day, to change colour, I called the rest, thinking that we were near the shore, but saw no land, it being not quite daylight.

As soon as day appeared, we discovered land right ahead, and steered towards it. About eight in the morning we were close to the shore. There being a heavy surf, we endeavoured to turn the boat's head to it, but, being very weak, we were unable. Soon afterwards the boat upset. Parr, Conway, and myself got on shore, but M'Quin and Brighthouse were drowned.

We discovered a small hut on the beach, in which were an Indian and his mother, who spoke Portuguese; and I understanding that language, learned that there was a village, about three miles distant, called Belmont. The Indian went to the village, with the information that the French had landed; and in about two hours the governor of the village, a clergyman, and several armed men, took Conway and Parr, tied them by their hands and feet, and slinging them on a bamboo stick, conveyed them to the village, I being very weak, remained in the hut some time, but was afterwards taken.

On our telling them we were English, we were immediately released, and three hammocks provided, in which we were taken to the governor's house, who resigned to us his own bed, and gave us milk and rice to eat; but as we had taken no food for a considerable time, we were jaw-locked, and continued so till the 23rd. During this time our host wrote to the governor of St. Salvador, who sent a schooner to Porto Seguro, to take us to St. Salvador. We were conducted on horseback to Porto Seguro, passing through Santa Cruz, where we remained about ten days. We afterwards embarked; and on our arrival at St. Salvador, Parr, on being questioned by the governor, told him that our ship had foundered at sea, and that we had saved ourselves in the boat; that the ship's name was the Sally, of Liverpool, that she belonged to his father, and was last from Cape Corse Castle, on the coast of Africa, to touch at Ascension for turtle, and then bound for Jamaica. Parr likewise said that he was the captain.

We remained at St. Salvador about thirteen days, during which time the inhabitants made up a subscription of £200 each man. We then embarked in the Maria, a Portuguese ship, for Lisbon; Parr as mate, Conway as boatswain's mate,

and myself, being sickly, as a passenger. In thirteen days we arrived at Rio de Janeiro. Parr and Conway sailed for Lisbon, and I was left in the hospital.

In about three months, Captain Elphinstone, of the Diamond, pressed me into his Majesty's service, giving me the choice of remaining in that station, or to proceed to the admiral at the Cape. I preferred the latter, and was put, with seven suspected deserters, on board the *Ann*, a Botany Bay ship, in irons, with the convicts. When I arrived at the Cape, I was put on board the *Lancaster*, of sixty-four guns. I never entered, but at length received my discharge; since which I engaged in the *Duke of Clarence*, as a seaman. I was determined to surrender myself the first opportunity, in order to relate my sufferings to the men of this garrison, and to deter others from attempting so mad a scheme."

This is, perhaps, one of the most extraordinary accounts upon record, and shows, in a forcible manner, the folly of attempting such enterprises without any corresponding incentive.

CAPTURE BY PIRATES

OF

THE BIRD.

CAPTAIN SNELGRAVE commaded the Bird galley, of London, in the year 1718, bound to Holland for a cargo, and from thence to a coast of Africa. He was detained at Helvoetsluys until the 10th of December, where, with other vessels, he was driven high and dry on shore in a violent storm, and left embedded in the sand, but received no material damage. Peasants were hired to dig a canal for the ship to the water, and she was made ready for sea again about the end of January.

The vessel now set sail, but a second gale coming on forced the captain into Spithead, from whence, on sailing again, the ship was driven seventy leagues to westward of the Lizard, and they were forced to lay by under a reefed mainsail for twenty-four hours. At length the gale subsided, and they pursued their voyage, with the loss only of their figure-head.

They met with squalls, and were in the end forced to run for Kinsale in Ireland. In that port they refitted, and then had a fine run to the river of Sierra Leone. Here the misfortunes of Captain Snelgrave began ; for the ship fell into the hands of pirates, who were at anchor in the river, three in number. They had captured ten English vessels.

It was about eight o'clock in the evening, when a boat was heard rowing towards the ship. In consequence of the sound of the oars, the first mate was ordered to send twenty men, armed, upon deck, to be prepared in case the strange boat should prove an enemy. The second mate hailed, and was answered, "The Two Friends, of Barbadoes, Captain Elliott." They were hailed a second time, and replied, they were from America ; and this was accompanied with a volley of small arms. Captain Snelgrave now called upon the mate to fire, which was not done ; that officer reporting that the crew refused, to the captain's great astonishment. It was afterwards discovered that the mate had prevented the men from firing, having himself been in the interest of the pirates.

The boat naturally came alongside the ship unopposed. The pirates boarded the vessel, and fired several guns into the steerage, by which a sailor was mortally wounded. The people now called out for quarter, which was granted. The chief of the pirates then demanded how Captain Snelgrave dared order his men to fire upon them. He replied, he had thought it his duty to defend his ship, if his crew would have fought. Upon this the pirate presented a pistol at his breast, which he was just able to parry before it went off, and the ball passed between his side and arm. The villain then struck at him with the butt end of the pistol, which knocked him down upon his knees. Quickly recovering himself, the captain ran upon deck. There he encountered the boatswain of the pirates, a desperate character, who cut at him with a broadsword, declaring no quarter should be given him, because he had offered to defend his vessel. Captain Snelgrave evaded the blow by stooping below the quarter-deck rail, which it cut into an inch deep, and the sword broke. The fellow then took a pistol, and was going to beat out the captain's brains, but was prevented by the remonstrances of his crew. The pirates then turned upon the crew, whom they cut and maimed in a terrible manner. The chief pirates next came upon deck, and ordered the hands of Snelgrave's crew to be tied, telling the captain his life was safe, if none of his own crew complained

against him. This the captain did not fear they would do, as he had given them no reason to do so. The pirates now fired several volleys of small-arms, as a rejoicing at the capture of a prize.

The pirate captain ordered them to dress a quantity of the victuals on board the prize. The heads of the fowls, ducks, geese, and turkeys, were cut off, and the wing feathers drawn out, but the ruffians would not wait for plucking them. They flung them in that state into a great furnace, designed for cooking the meals of 500 negroes, when the ship had taken in her cargo. Several Westphalia hams were added, and a large sow with young emboweled. The ship's cook was then commanded to boil them all directly.

Leave was obtained for the surgeon to dress the wounded men; and the quarter-master sending to know what was the hour by Captain Snelgrave's watch, he sent it, saying, it was a very good watch, gold cased. The pirate held it up by the chain, and then laying it on the deck, gave it a kick, remarking it was a very good football. On this one of his crew took it up, saying he would put it in the common chest, to be sold before the mast; such was the wanton humour of men case-hardened in every species of vice.

Captain Snelgrave was now taken on board the pirate ship, where he was now asked about the quality of his ship, and her rate of sailing. He replied, that she sailed well. They told him she would make a fine pirate man-of-war.

The captain's situation was by no means an agreeable one, even under these circumstances, as ferocious men are generally capricious. He now fared very hard, enduring great fatigue with patience, and submitting resignedly to the Almighty will.

Soon after the captain was on board the pirate ship, a tall man, well armed, came up to him, and told him his name was Jack Griffin, one of his old schoolfellows. Upon Captain Snelgrave appearing not to recollect him, he mentioned many pranks of their youth together. He said he was forced into the pirate service: he had been chief mate of a British vessel. He declared he was forced to act as master of the pirate. The crew he described as most atrocious miscreants. Griffin, who was well armed, promised to watch over the captain's safety, as the pirates would soon get intoxicated with the liquors on board their prize.

Griffin now obtained a bowl of punch, and led the way to

the cabin, where a carpet was spread to sit upon, as the pirate ship was always kept clear for action. They sat down cross-legged, and Cocklyn, the chief or captain, drank Snelgrave's health, saying, his crew had spoken well of him. The pirate then gave the health of James III., meaning the Pretender, which seemed to indicate that he was one of the worthy adherents of the fallen dynasty. A hammock was slung for Captain Snelgrave at night, by the intercession of Griffin; but the pirates "lay rough," as they styled it, because their vessels, as already observed, were always cleared for action, their chief not being allowed a bed, but faring as the rest did. Having at length got into his hammock, the captain could not sleep for the oaths and horrible imprecations around him.

Griffin, true to his promise of guarding his old school-fellow while asleep, kept near the captain's hammock, sword in hand, to protect him from insults. Towards morning, while the pirates were carousing on deck, the boatswain came towards the hammock in a state of intoxication, swearing that he would slice the captain for ordering the crew to fire, dragged him from his hammock, and would, no doubt, have executed his savage threat, if it had not been for Griffin, who, as he pressed forward to stab him, cut at the fellow with his sword; and, after a sharp struggle succeeded in beating him off. At length the wretches fell asleep, and Snelgrave was no longer molested. Griffin next day complained of the boatswain's conduct, and he was threatened with a whipping. However, Snelgrave wisely pleaded for him, by saying he was in liquor.

That day ten of Captain Snelgrave's men, and the first mate, entered with the pirates. To this man Jones, the non-resistance of the crew of the galley was justly ascribed, he having prevented them from taking the arms out of the chests.

The following morning they ransacked Snelgrave's ship, throwing quantities of goods overboard, of which they could make no use. By the evening, they had in this manner wasted the cargo to the extent of three or four thousand pounds in value. They were anxious only for the money and articles of clothing. Remonstrance on this waste would have been dangerous, as the pirates had not forgiven Snelgrave for desiring his men to fire into their boat.

All this time Captain Snelgrave was in the pirate vessel. It happened, that there resided at Sierra Leone a Captain Glynn, who, although he had suffered by pirates, was on good

terms with them, and yet kept his hands free from their guilt. He was intimate with two other pirate captains in the river, one of whom, named Davis, kept his crew under strict discipline. Glynn and Davis went into the vessel in which Snelgrave was, and remonstrated on the ill-usage pursued towards him. In consequence, he was permitted to go on board his own ship, where the havoc was irreparable. His escrutoires were broken open, and robbed of their contents. Books, utterly useless to the pirates, were taken out of the chests and flung overboard.

The captain had now the chagrin of sitting down in his own cabin, and seeing all around treated with his liquors, and other good things from his private stores, which set the pirates in excellent humour. A quarrel, however, arose, and the pirates were going on board their own ships to prepare for action with each other. They were with difficulty prevented by the interposition of their captive.

Captain Snelgrave had a second time a narrow escape from the boatswain, who flashed a pistol at him, which luckily missed fire; but the pirate carpenter taking the prisoner's part, beat the fellow so severely as almost to kill him. The boatswain having been sent on board his own ship, Captain Snelgrave slept undisturbed. The next day he had the mortification to see the waste of property resumed. Nothing could more strongly picture the conduct of the lawless banditti, than what was exhibited at this time. Half hogsheds of claret and brandy were hoisted on deck, the heads knocked in, and cans and bowls dipped into them, until the depredators were satisfied; and then they threw the contents at each other by bucketsful. When what was on deck was thus emptied, they hoisted up more; and in the evening washed the deck with what remained in the casks. They demolished the bottled liquors by striking off the necks with their cutlasses. In a short time the waste was so great, that only a little French brandy remained of all the ship's stock. The stores of sugar, butter, and cheese, were also soon gone in this scene of mad riot. Some of them stumbling over a bundle of the captain's necessaries, which the chief pirate had allowed him to secure, it was flung overboard, "because it lay in the way."

One of the pirates observing a packet in which was a black suit of clothes belonging to the captain, would see what was in it, and took up the things, together with a good hat and wig which were with them. Captain Snelgrave in vain told

him he was allowed to have them. The fellow struck him with the flat of his sword, and cautioned him never to dispute a pirate's will, signifying, he might take his life for it. The pirate then put on the clothes, and in half-an-hour afterwards took them off and threw them overboard, his comrades having drenched him with buckets of claret. This man, named Kennedy, ended his career at Execution Dock.

Soon after Captain Snelgrave obtained leave to go on shore, to the house of Captain Glynn, where the three pirate captains received him with civility, and promised they would do all in their power to obtain his necessaries for him. He was so much in want, that he was obliged to borrow a shirt from Captain Glynn, having been three days without a change in that burning climate. On the following day the captains went on board with their prisoner, and one of them persuaded Cocklyn to address the pirate crew in his behalf. The result was, that they agreed to give Captain Snelgrave a ship which they intended to quit, together with what remained of his cargo; and they proposed also to add a large quantity of goods from other prizes, which were of no use to them. This was a delicate thing to accept, as the goods were the property of others; and, by the interposition of Davis, the pirate captain, Snelgrave was allowed to decline the offer. One of the pirate vessels, which they intended to abandon, was then placed alongside Captain Snelgrave's ship: a considerable portion of the cargo was saved, and hoisted into it by some of his own crew; but his private adventure, consisting of cloths, liquors, and fine goods, were destroyed. Pieces of fine holland had been opened upon the deck, on which the pirates had lain down half drunk. Buckets of claret thrown over them in this state stained the linen, and then it was flung into the sea.

Captain Snelgrave now got leave to sleep in a ship commanded by Captain Elliot of Barbadoes, and had leave to go on shore when he pleased. On board that ship he slept four nights, until the vessel given him was laded. During this period, the pirate who had fired at him when his ship was first boarded, was attacked with fever, and desired to see him alone, and implored forgiveness. Some of his comrades then came in to ask him how he did, and he ordered his boy to give Captain Snelgrave the key of his necessaries, and let him take what he chose; which the captain did not hesitate to do, as he stood so much in need of them.

This man fell into a delirium the same night, and died before the morning, cursing God his Maker in such a frightful manner, that it affected several of the pirates who were yet novices in that mode of life; and they came privately, in consequence, to obtain Captain Snelgrave's advice how they should get out of their evil course. A proclamation of pardon had been issued to all pirates who surrendered before the 1st of July, 1719, and the captain advised them to embrace the pardon so tendered.

Three laced coats among the plunder having given origin to a dispute, during which Captain Snelgrave was threatened by one of the pirates named Williams, that he should be cut to pieces, a singular instance of vanity was exhibited, in his following the advice of Captain Elliot, and addressing the fellow as "captain," a thing so gratifying to the scoundrel, that the flattery made him a friend, and he sent Captain Snelgrave a keg of wine.

A French ship having come into the river, was captured and run on shore. In the meantime, Captain Snelgrave landed his cargo from the ship into which it had been shifted; and the pirates made him dine with them, to commemorate their fitting out his own vessel as a freebooter, on which they broke their glasses and fired the guns. They called her the Windham Galley. She had two flush decks. The scuttle of the powder-room happened to be open, when some cartridges near the aftermost guns took fire. The danger was imminent, for in a room under there was stowed twenty thousand pounds weight of gunpowder.

The pirates at this time burned the Rising Sun, the ship they quitted to go on board the Bird galley. Snelgrave now requested Captain Davis to obtain for him his liberty. Davis accordingly interfered, and eventually succeeded.

Captain Davis insisting on Snelgrave going to sup with him it would have been unwise not to obey. In the midst of supper, about eight in the evening, a cry of fire was heard on board. The crew were the greater part of them drunk, and there were more than fifty prisoners on board at the time. Great confusion prevailed, and the more sober part of the people on board only thought of getting off in the boats. The guns were fired to oblige them to return, for the flames increased rapidly. There were thirty thousand pounds weight of gunpowder now below, and the fire was making a-head in the hold. One fellow, who was very active amid the univer-

sal confusion, put his head up the hatchway, and called for blankets and water, which, he declared, if not brought directly, the ship must blow up. Captain Snelgrave caught up all the blankets and rugs which he could find, and this bold fellow placed them against the bulk-head of the powder-room. Water was poured on them from buckets to prevent the fire from catching. The night was dark, the crew drunk, and no hope of mastering the fire seemed to remain; to spring into the water was certain death, from the sharks hovering around the vessel. Captain Snelgrave therefore took a quarter-deck grating, and lowered it with a rope, hoping to get away upon that, as several persons had got into the boats again, and gone off with them. While the captain was thus meditating his escape he heard a shout from the main-deck, "For a brave blast to go to hell with." On which, some of the newly entered pirates near him believing the ship must blow up in a few minutes, lamented their entering on that vile course of life, with bitter exclamations against the old offenders on the main-deck. Fifty of the crew got on the bowsprit and sprit-sail yard, in the vain hope that they might escape destruction there. All was panic and confusion. A man named Taylor, and fifteen more, laboured to subdue the flames in the hold until they succeeded; and never flinched, though they were all terribly burned. A negro, it appeared, had gone to draw rum with a candle, and set the spirits on fire, together with those in a second cask close by; fortunately, twenty other casks of rum near, and as many of tar and pitch, escaped, or the vessel could not have been saved. The services of Captain Snelgrave gained him the good-will of the pirates. They sent him word when the necessaries were to be sold before the mast, and many of them bought things which had belonged to him and returned them. He speedily got to the shore with his purchases, and was advised now to escape into the woods until the pirates sailed, which he did not fail to do. When they had left Sierra Leone, he returned to Captain Glynn's, freighted a vessel with all the plundered goods which he could get back, and set sail for Bristol, with six masters of ships whose vessels had been destroyed, and no less than sixty passengers, where he arrived on August 1, 1719.

LOSS OF THE AMERICAN SHIP.

HERCULES,
ON THE
COAST OF CAFFRARIA.

It was the intention of Captain Stout to take in a private freight for Hamburg; but not having found one to answer his expectations, he chartered his ship to the English East India Company, who were then busily employed in shipping rice for England; and news being received in India that the failure of the harvest in Great Britain was likely to produce a famine, the most active exertions were made in India to supply the markets at home with rice, and he received on board upwards of nine thousand bags, with orders to proceed to London with every possible despatch. The crew, having been engaged in India, consisted of Americans, Dutch, Portuguese, Danes, Swedes, but chiefly Lascars, amounting in the whole to about sixty-four persons; and the necessary arrangements having been completed, the Hercules sailed from Sagar Roads on March 17th, 1796.

Nothing of moment occurred during the voyage till the 1st of June, when they reached the latitude of 35° S., and $28^{\circ} 40'$ E. longitude. It then began to blow a gale from the westward, which obliged them to lay-to under their mizen staysail for about six days, during which time the gale continued to increase progressively until the 7th, when the contentions of the winds and sea presented a scene of horror of which maritime history has few examples. Captain Stout observes that although bred to the sea from his earliest life, all he had ever seen, or heard, or read of, could give him no adequate idea of the sublime effects produced by the raging violence of the elements, and which, at that tremendous hour, seemed to threaten even Nature herself with dissolution; the ship at one instant raised on mountains of water, was in the next precipitated into an abyss, where she only waited till the coming sea raised her again into the clouds. The perpetual war echoing through the void produced such an awful sensation in the minds of even the most experienced seamen, that many of them were stupified with fear; while those less ac-

customed to the dangers of the sea, by their shriekings and exclamations, only added to the scene of misery.

The terrors of the day could only be surpassed by those of the night, when it is impossible for man to describe or imagination to conceive a scene of more transcendant and complicated horror; and as if to fill up the measure of their calamities, a sudden shift of wind, about midnight, threw the vessel into the trough of the sea—it struck her aft, tore away the rudder, started the stern-post, and shattered the whole of her stern frame. The pumps were immediately sounded, and in a few minutes there was four feet of water in the hold; a gang was ordered to the pumps, and the remainder were employed in getting rice out of the run of the ship, and throwing it overboard, to enable them, if possible, to get at the leak. After three or four hundred bags had been thrown into the sea, the principal leak was discovered, through which the water was pouring with astonishing rapidity. In order, therefore, to decrease the influx of water as much as possible, sheets, jackets, shirts, and bales of muslin, with anything of the like description they could lay their hands on, were hastily thrust into the aperture; and had not these exertions been attended with some success, the ship must certainly have gone down, although the pumps discharged upwards of fifty tuns of water an hour. As the day advanced the weather began to moderate, at which time they were about two hundred miles from the eastern coast of Africa. Every exertion was made to keep the ship afloat, the men working incessantly at the pumps.

On the 9th, although the violence of the tempest was considerably abated, yet the swell of the sea was tremendous. The long-boat was ordered out; but the captain having reason to suspect that some of the crew would endeavour to make off with her, directed the second-mate and three seamen to take possession of her, providing them with arms, and giving them express orders to shoot the first man who attempted to board her without his permission; with instructions also to keep astern, and stick by the ship until they came to an anchor.

The men having taken their stations in the boat, a raft was made of all the large spars, which, when lashed together, measured about thirty-five feet in length, and fifteen feet in breadth. The captain, apprehending that the ship would not be able to make the land, and being convinced that in case of

her going down all hands could not be received on board of the long-boat, determined to spare no means that presented even a chance of saving the whole of their lives.

When the second-mate was preparing to take the command of the long-boat, the carpenter addressed the captain in a respectful manner, and earnestly entreated him to leave the ship; on being reprimanded for not attending to the pumps, he burst into tears, and declared that the whole of the stern-frame was so shook and loosened, that he expected every hour she would go down. The miserable appearance and affecting tone of voice of this man considerably increased the terrors of the crew; but the captain resolutely declared it to be his unalterable determination to perform his duty, and remain in the ship, until his own observations convinced him that all hopes of saving her were at an end. The carpenter repeated his solicitations, but he was ordered to his post, and assured that unless he made every exertion to encourage the crew in their duty at the pumps, he should be thrown into the sea. He retired, and exerted himself afterwards with a manly perseverance.

No sooner was the carpenter gone, than the captain was addressed on the same subject by many of the sailors, some of whom were so clamorous that he was very nearly going to extremes with them: this shows the caution which should be exercised by those who are entrusted with the command, in listening to the opinions of their people in time of danger, who are generally for quitting the ship, and taking to boats, and rafts constructed of masts, yards, spars, or whatever timbers they can lash together; and sentiments and prejudices on these occasions differing so widely, it is not to be expected that there should be anything but confusion and misfortune.

A crew, such as composed that of the *Hercules*, consisting of people of various nations, require from their commander a peculiar attention. It may happen, that by humouring their religious prejudices at a particular moment, an essential service may be obtained, which the following anecdote will tend to illustrate.

At a time when the tempest raged with extreme violence, and most of the crew were below labouring at the pumps, the captain observed one of the *Lascars* coming up the gangway with a handkerchief in his hand, who, on being questioned as to what he was about, answered, in a tone of voice that discovered a perfect confidence in the measure he proposed, that

he was going to make an offering to his god. "This handkerchief," said he, "contains a quantity of rice, and all the rupees I am worth : suffer me to lash it to the mizen-top, and rely upon it, sir, we shall all be saved." The captain was about to order him back to the pumps ; but recollecting that by so doing he might throw both him and his countrymen into despondency, he acquiesced. The Lascar thanked him, and he soon beheld this child of prejudice mount the tottering ladder and fearlessly ascend to the dizzy top, without exhibiting any apprehension. He lashed the handkerchief to the mizzen top-mast head, regardless of all danger, and descended to the deck in safety. Confident now that his god was their friend, he communicated the joyful tidings, that he had done his duty to his companions below. All the Lascars seemed transported with joy, embraced their virtuous companion, and laboured at the pumps with an alacrity and perseverance as if they had encountered neither apprehension nor fatigue. To their unceasing exertions on this occasion, may be attributed, in a great measure, the preservation of the people.

The shift of wind which threw the ship into the trough of the sea, was fortunately but of short duration, not continuing above a quarter of an hour ; had it lasted many minutes longer, she must have been torn to pieces. The wind, however, came round to its former quarter, and gradually moderated.

After the long boat had been given over to the care of the second mate, and the raft completed, the captain held a consultation with his officers, who were all decidedly of opinion that it was impossible to save the ship ; and that the only chance of preserving their lives, was to make for the land, and run her on shore ; which was no sooner communicated to the people, than they seemed to work with renovated spirits ; and this disposition was kept up by assuring them, that they would soon be in sight of land, and that by constantly keeping the pumps going, the ship would be kept afloat until they reached the shore.

The ship for some time had been unmanageable, frequently standing with her head from the land, and which all their efforts could not prevent ; the captain got a rudder made out of the topmast, and fixed in the place of one they had lost, but it proved of little use without the help of the long-boat, which he ordered therefore to be hauled athwart her stern ;

and this, with great difficulty, served to get her head towards the shore, the wind being variable from the eastward. A cable could have been got out, that might have answered tolerably well to steer the ship, but they could not spare the crew from the pumps to assist in rousing-in of the tackle and guise, as occasion might require.

On the evening of the 15th they discovered land, at about six leagues distance; and all on board expressed their joy in loud shouts and acclamations, the ship still nearing the shore, with five feet of water in her hold.

On the morning of the 16th, being about two miles from the land, and the wind westward, the captain ordered the anchor to be let go, that a last effort might be made to stop the leaks, and, if possible, save the ship; but her stern was so shattered, that, after a consultation, it was resolved to run the ship on shore, as they were threatened by another gale, and no time was to be lost. The captain ordered his second mate to come on board, and delivered into his custody the ship's register, and all papers of consequence; and after providing him and his three men with water and provisions, ordered him into the boat again, with instructions to keep in the offing and that after they had run the ship on shore, he might seek for some inlet to run in with safety; they also desired him to look out for signals, which might be thrown out from the shore to direct his course. The mate promised faithfully to obey his instructions, and then returned to the boat.

They were now on the coast of Caffraria, within a few leagues where the river Infanta discharges itself into the sea. A dreadful crisis approached, and they resolved to meet it with becoming fortitude; the captain, therefore, gave directions to set the headsail, to heave the spring well taut, in order to get her head well towards the shore, and then to cut the cable and the spring, which was performed with the greatest promptitude! and after running within about half a mile from the shore, she struck on a cluster of rocks. The swell at this moment was tremendous; and, from the ship thumping so violently, it was almost impossible for the men to hold on. In this situation she remained about three or four minutes, when a sea took her over the rocks, and carried her about a cable's length nearer the shore, when she again struck, and kept heaving in with a tremendous surf, that every moment made a breach over her.

The raft having given way from her lashings, and the spars

carried to a considerable distance, they lost all hope from that quarter, till one of the crew, a black, plunged into the waves, and, by exertions which appeared more than human, gained and seated himself on the raft; but he had scarcely been ten minutes in that situation, when the raft was turned over, and the man completely enveloped in the sea. In a few minutes, however, they perceived him in his former situation again. He endured a similar misfortune, and a third succeeded; but still the courageous black buffeted the waves, and gained the raft, until, at length, after suffering two hours of fatigue, which it was believed no human being could possibly endure, he drifted on land, where great numbers of the natives, who had kindled several fires, appeared mostly clothed in skins, armed with spears, and accompanied by a number of dogs. Immediately on his landing, he was seized by a party of them, and conducted behind some sand-hills, which hid him from their view.

Twelve of the crew now launched themselves on different spars, and whatever pieces of timber they could find, and braving all difficulties, gained the shore; but no sooner had they landed, than the natives seized them, and conducted them also behind the sand-hills; and as it was impossible for those on board to discover what they were about, and observing several parties of natives unaccompanied by any of those who had landed, they naturally conceived that they had been massacred, and that a similar fate awaited the whole of them. Those who remained on board were obliged to shelter themselves in the fore-castle, as there was no other part where they could remain in a place of security, the sea making completely over her.

During the whole of the night there was nothing but suspense and apprehension: some were of opinion that it would be more advisable patiently to resign themselves to a watery element, to endure a few struggles, and then life to be no more, rather than to be tortured by the savages, or perhaps thrown into the fires that they had seen on shore; while others entertained different sentiments, and were for making the shore in as compact a body as possible. "We shall then," said they, "attack the savages with stones, or whatever else we can find." But this was overruled as impracticable, as there was no possibility of six men keeping together; and, if by some miracle they could get on shore without being divided, the natives could, with their spears, destroy them in a moment.

In such consultations was spent the whole of this miserable night; and as the next sun was to light them to their fate, they dreaded his approach to the horizon.

As soon as morning appeared they looked towards the shore, but not an individual was to be seen. Distraction was visible in every countenance, and what death to choose the principal consideration; but who can describe the delirium of extasy which succeeded, when they observed the people who had landed the day before, making towards the shore, and beckoning them to land.

In a few minutes every spar and piece of timber that could be procured was afloat, some occupied by two people, and others by more, according to the size. The captain speedily stripped off his shirt, put on a short jacket, and wrapped round his waist a shawl, in the corner of which he put a gold watch. He then seized a spar, and launched into the sea, where for nearly three-quarters of an hour he preserved his hold, and drifted towards the shore, sometimes cast so near as to touch the rocks with his feet, and then hurried away to a considerable distance; again he was precipitated forwards, and in a moment afterwards carried off by the returning sea. At length a sudden jerk, occasioned by the swell, strained both his arms, and compelled him to quit the spar, while a wave that was rolling rapidly towards the shore, bore him along, and in a few moments left him senseless on the sands, from whence he was rescued by the crew, who conveyed him to a place of security.

The first subject of his inquiry was, naturally, the fate of his men, when he had the heartfelt pleasure of beholding all of them around him excepting those in the long-boat, and one man who perished. He then addressed himself to the natives, among whom there was fortunately a Hottentot present, who had lived with the Dutch farmers, and could speak their language, and the third mate being a Dutchman, these two served as interpreters.

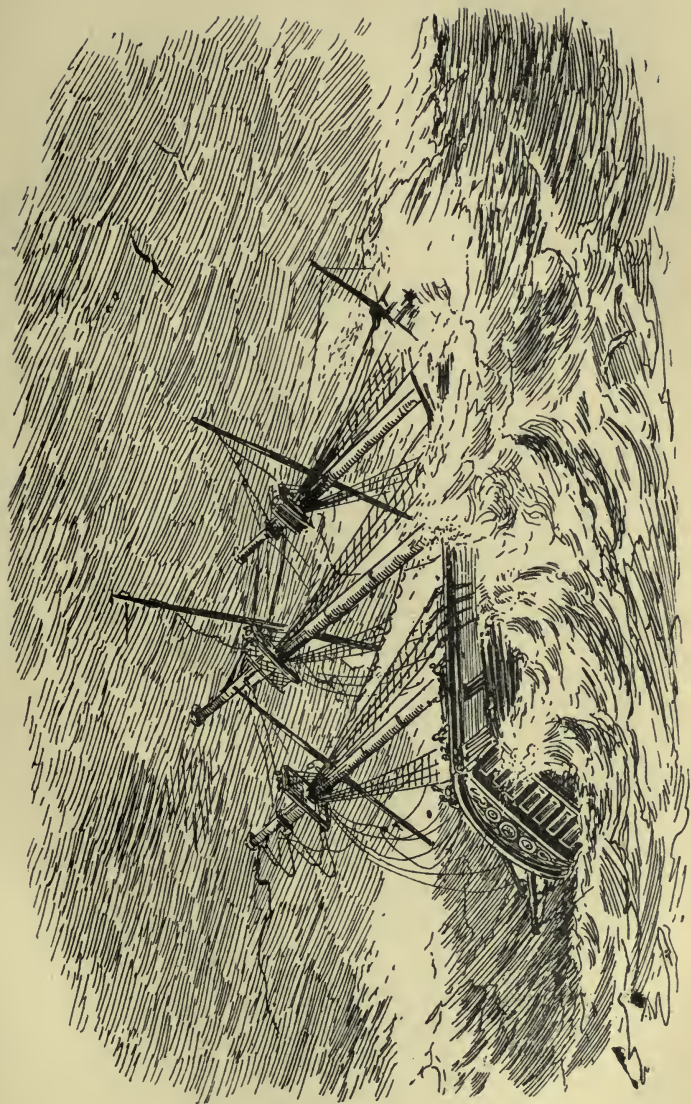
The spot where the *Hercules* was wrecked was at no great distance from the spot where the *Grosvenor* was lost in 1792, and the captain consequently inquired whether any of the natives recollected such a catastrophe, to which most answered in the affirmative; and ascending one of the sand-hills, pointed to the spot. After obtaining every possible information on this melancholy subject, they employed themselves during the remainder of the day in assisting the natives to save whatever

came on shore. The natives sought with persevering diligence for iron, burning it out of the wood. At night they retired, and the crew taking shelter under a sand-hill, appointed part of their numbers to watch while the others tried to repose round a fire. To sleep, however, was impossible; their bodies were on one side heated by the fire, while on the other they were so severely chilled by the intense cold, that the pain was almost insupportable.

Day at length appeared, and the Caffres returned in greater numbers. After having partaken of a repast from a bullock, which the Caffre chief had brought with him, and which they devoured in lumps singed by the fire, part of the crew proceeded to the shore where they saw the long-boat at a considerable distance. The ship was dividing very fast, and the gale increasing, many things were cast on shore which the Caffres were indefatigable in procuring. In the general search on the shore, one of the natives picked up the ship's compass, and not knowing what it was, though pleased with its formation, he took it to the chief, who instantly took it to pieces, and after contemplating the various parts, took the copper in which it hung and suspended it from his neck, with which he seemed to be highly gratified.

Towards evening, the captain addressed the chief on the subject of their departure, and requested a guide to conduct them through the deserts to the first Christian settlement. The Caffre paused for a moment, and then very coolly replied, "When I consider that matter, you shall be made acquainted with my determination." This made them rather uneasy as to their probable fate, which was increased by seeing them consulting together in parties, and using gestures that might be unfavourably interpreted. Towards the night, the crew were again left to rest under the sand-hills, as before, and where they were again tortured by the cold wind and clouds of sand.

On the first appearance of the sun, they mounted the most elevated of the sand-hills to look out for the long boat, but they could not discover her in any direction. Shortly afterwards they perceived the Caffres approaching, most of them with assaghays in their hands, while the others were furnished with clubs. Many of them were decorated with ostrich feathers, and the chief wore a leopard skin fastened with a pair of knee-buckles, which the captain had given him the day before. They saluted the crew in the most friendly manner,



The Loss of the Hercules.

and were accompanied by them to the beach ; where the wind having increased during the night, had thrown several parts of the ship on shore. Not a word passed during the day about the departure of the crew, and the natives retired as usual upon the approach of night. The crew were so fatigued by all being employed to gather wood, that after procuring a sufficient quantity they stretched themselves on the ground, and, in spite of the wind, sand, and cold, slept soundly till the morning.

On the next appearance of day they again looked out for the long-boat, but she was nowhere to be seen, nor did they ever hear of her again.

The Caffres did not make their appearance this morning until two hours after sunrise. Captain Stout then informed the chief that he intended to take his departure on the following day, and begged that a guide might be appointed for them. "I shall furnish you with two," replied the chief ; which was delivered with so much frankness that completely removed all their former suspicions. It was also agreed, very much to their satisfaction, that the Hottentot who had served as an interpreter, should accompany them through the desert.

After making the necessary preparations for their journey, by cutting up another bullock which the chief had presented to them, and which occupied a whole day in dressing, for provision when travelling, they passed another night in less apprehension than before.

On the following morning, the 23rd of June, they took their departure, with every expression of regret from the hospitable chief who had so far materially assisted them. The guides were intelligent men, and gave them to understand that they must on no account travel early, as the wild beasts rose with the sun, and then ranged the deserts in quest of their prey ; notwithstanding, with cautious advice, the people were so desirous of getting on, that they grew uneasy. The guides, however, could not be induced to quit the fires until about nine o'clock, at which time they all proceeded in good spirits.

Not more than three or four of the party were at this time provided with shoes. They had many hundred miles to travel over unknown countries, to ascend mountains of stupendous elevation, penetrate woods, traverse deserts, ford rivers ; and yet they were to combat all these difficulties barefooted, not having saved above four pairs of shoes, and those in sad condition.

After travelling for two or three days through a delightful country, from which they could only occasionally obtain fresh water, and escaping the numerous wild beasts which infest the country at night, by the large fires which they kept up, they arrived suddenly at the abode of a horde of Caffres that were distinguished by their own countrymen as a bad tribe.

Having proceeded but a very short way, they were stopped by twelve Caffre men, clothed with leopard skins, and armed with spears. Their guides, alarmed at the appearance of these savages, immediately ran to the bed of the river, which was dry, and having reached the opposite shore, ascended an adjoining mountain with the greatest precipitation. The savages brandished their spears, and appeared by their gestures to menace the destruction of the crew, who refusing to part with any of their supply of provisions, instantly proceeded to the river, and crossed it in pursuit of their guides, whom they found standing on the summit of the mountain.

One of the crew had a knife which was slung over his shoulder. A Caffre perceiving this, made a snatch at the handle, but the owner resisting it, he lost his hold. This so enraged the savage, that he lifted his assaghay with the intention of destroying the object of his resentment. At the moment he stood in this attitude a more finished picture of horror could scarcely be conceived. The savage wore a leopard's skin; his black countenance was bedaubed with red ochre; his eyes glittering with rage, appeared as if starting from their sockets; his mouth expanded, and his teeth gnashing and grinning with all the fury of a demon. He was, however, diverted from his purpose, and dropped the fearful weapon he had raised with so bloody an intent.

When they came up, the guides expressed the utmost satisfaction at their escape, and gave them a terrible description of the people they had just left; assuring them that had not the remainder of the horde been out hunting at the time, not a man of them would have survived.

They were so long occupied in observing the beauties of the surrounding country from the top of the mountain, that it was late before they descended. They immediately set to work to cut wood, not only for fuel, but to form a fence or barricade against the wild animals during the night. It was fortunate they did so, as, from the number of elephants passing to and fro almost every moment, they would in all probability have been trampled to death by these monstrous

animals ; from which, however, they had the good fortune to escape.

During the next day they travelled about thirty-five miles, and passed the night at the skirt of a small forest which provided them with fuel and a temporary defence as before. In the morning they again set out, but some of them were so worn out with fatigue, that it was thought advisable for those who could travel to get forward and provide a place where wood and water might be had. The captain was of this party ; and that all those who remained behind might find their way, he ordered the Caffre guides to set fire to the long grass, to serve during the night as a point of direction. He was also in expectation of their coming up before the morning, but was sadly disappointed. They remained stationary until the morning, and then went on.

Not one of the people that had been left behind appeared in the morning ; but the guides were of opinion that they would reach a Christian settlement in the course of the day, and thereby be enabled to send assistance to their companions in the desert. They were, however, obliged to pass the night in a farm-house that had been deserted for some time, in hourly expectation of an attack from the Boschmen ; but their own misfortunes were forgotten, and their only consideration during the night, was for their unhappy messmates whom they never expected to see again.

About an hour after sunrise they departed to pursue their journey, their number so reduced by excessive fatigue, that out of sixty that left the beach where they were wrecked, thirty-six had been left behind. They travelled without a single halt for three hours, when, to their almost inconceivable joy, they saw a Hottentot attending a flock of sheep.

Upon their approaching him he at first seemed alarmed ; but perceiving they were mostly whites and unarmed, he stopped until they came up, and upon the request of Captain Stout, directed them to the proprietor of the nearest settlement, who, he said, was a good man, and lived within three hours' distance. Their spirits were revived and their strength renewed by this pleasing intelligence, and they set off in high glee till at length they arrived at the house of Jan du Pliesies.

After the alarm occasioned by their first appearance had subsided, the captain told the story of their melancholy disaster, and implored assistance for the relief of the unhappy people who were left behind ; to which appeal no time was

lost in responding. Du Plesies' two sons immediately went off in a waggon drawn by eight oxen, with orders to travel all night; while their liberal host had a sheep killed for their entertainment.

Before they had finished their breakfast, on the following morning, their humane benefactor despatched messengers to his neighbours, desiring their assistance to convey the crew to the Cape. Several of them behaved with the greatest liberality, stating, that such as were desirous of remaining in the country until they had perfectly recovered, should be accommodated at their houses, and that they would convey them to the Cape on the first opportunity. Their conversation was interrupted by a Hottentot servant running into the house, declaring the waggon was in sight. All ran to meet it, and the captain, had the heartfelt consolation of seeing twenty-three of his unfortunate people, chiefly Lascars, laying down in the vehicle. Du Pliesies' two sons stated that they found them near a wood, perfectly resigned to their fate, having given up all hopes of relief. The preceding day thirteen of their companions had separated from them, but where they had strayed to they had not the slightest idea. Those poor fellows, after enduring for a long time the most unexampled miseries, all arrived safely at the Cape.

They took their departure from the hospitable mansion of the benevolent Du Pliesies on the morning of the 2nd of July, in a large waggon with two sets of oxen of eight each, and two or three Hottentot servants as drivers. After journeying about thirty-five miles, they reached the second farm in perfect security. The owner, whose name was Cornelius Engelbrocks, they found to be also a beneficent character, who entertained them during the night, and in the morning generously presented them with nine sheep, regretting that he could not let them have a morsel of bread, as it was a luxury he seldom or never enjoyed.

The four or five succeeding days they travelled from house to house, at all of which they were received with the same disinterested hospitality; and had such plenty of venison at the houses where they stopped, that in six days their stock of nine sheep was only diminished to three.

From the 8th to the 17th of June their journey was not interrupted by any disagreeable occurrence; on the last mentioned day they separated, and the captain took with him his chief and third mates, together with one or two more who

were solicitous to accompany him. The country, as they advanced, increased in population, and the farm-houses were in several places not more than two hours' distance from each other.

On the 22nd they arrived at Zwellingdam, and proceeded to the house of the landorse, or chief man of the place; his settlement consisted of about sixteen or eighteen houses, surrounded by a delightful country, and producing grain, vegetables, and fruits of almost every description. This gentleman gave them a very hospitable reception, and the next morning furnished the captain with a horse and a guide to conduct them to his brother-in-law at the Cape; he also gave them a very kind letter to his friend, General Craig, commander-in-chief, requesting he would do them every kindness in his power, which he would acknowledge as an obligation conferred upon himself.

They arrived at the settlement of Johanna Brinch, at Stallen Bush, on the fourth day, after travelling a highly-cultivated country. On their arrival, the captain waited on Mr. Brinch, whose reception, he says, can never be mentioned but in terms of the most fervent gratitude and esteem.

Here they remained two days under the roof of this liberal and benevolent gentleman. On the following morning he provided them with a horse and a guide. Their journey was but short, as they arrived the same evening at the Cape in tolerable health and spirits, though very much weakened in constitution.

DESTRUCTION BY FIRE OF THE PRINCE, OFF THE COAST OF BRAZIL.

ON February 19th, 1752, the Prince, a French East Indiaman, commanded by Captain M. Morin, sailed from Port L'Orient, on an outward bound voyage; but soon afterwards a sudden shift of wind drove her on a sand bank, where she was exposed to imminent danger, and the ship heeled so much, that

the mouths of the guns lay in the sea. By lightening the ship, however, accompanied with continued and laborious exertions, she floated with the rise of the tide, and being again carried into port was completely unladen, and underwent a thorough repair.

On the 10th of June they resumed the voyage with a favourable wind, and which for several weeks seemed to promise every success that could be desired.

Nothing particular occurred during the voyage till the 26th of July, when they were in $8^{\circ} 30''$ south lat., and 5° west longitude from Paris. At this time, M. de la Fond, one of the lieutenants of the ship, at the moment of taking an observation, was informed by a seaman, that smoke was issuing from the main hatchway. The first lieutenant, who had the keys of the hold, immediately ordered all the hatchways to be opened, in order to ascertain the truth.

The dreadful fact was too soon apparent to every one on deck, and while the captain hastened from the great cabin where he sat at dinner, Lieutenant de la Fond ordered some sails to be dipped into the sea, and the hatches to be covered with them, in order, if possible, to prevent the access of air, and thus to stifle the fire. He had also intended, as a more effectual remedy, to let in the water between the decks to the depth of about twelve inches; but clouds of smoke issued from the crevices of the hatchways, and the flames were gaining on them more and more by degrees.

In the meantime, the captain ordered sixty or eighty of the soldiers under arms to maintain the necessary discipline, and restrain any disorder or confusion which might probably ensue from such a disastrous calamity; and in this he was ably supported by their excellent commander, M. de la Fouché, who exhibited uncommon fortitude and great presence of mind on the occasion.

All hands were now busily employed in procuring water; all the buckets were filled, the pumps plied, and pipes introduced from them to the hold; but in spite of all their efforts incessantly applied, the rapid progress of the devouring element completely baffled all their exertions to subdue it, and augmented the general consternation.

As the yawl was then lying in the way of the people, so as to retard their exertions, it was hoisted out by the order of the captain; and the boatswain, accompanied by three of the seamen, took possession of it. As they were in want of oars,

these were quickly supplied by three men, who leaped overboard with them; and although they were desired by those in the ship to return, they only answered, that they wanted a rudder, and desired a rope to be thrown out to them. The progress of the flames, however, soon showing them their only alternative for safety, they withdrew from the burning ship, and she, from the effect of a breeze springing up, passed by.

The utmost activity still prevailed on board the vessel, and the courage and resolution of the people seemed to be augmented by the increased difficulty of escape. The master boldly went down into the hold, where the intense heat compelled him to return immediately, and had not a large quantity of water been dashed over him, he must have been very severely scorched. Immediately after this, the flames burst with great violence from the main hatchway.

The danger became now so imminent, that the captain ordered the boats to be hoisted out, while dread and consternation enfeebled and appalled the most intrepid. The long-boat had been secured at a certain height, and was about to be put over the ship's side, when, unfortunately, the fire ran up the mainmast and caught the tackle, the consequence of which was, that the boat fell down on the guns bottom upwards, and it was in vain to think of getting her righted.

It now became too evident that the calamity was beyond the reach of human power to remedy it. Consternation was universally disseminated among the people; nothing but sighs and groans, and shrieks, that rend the air, resounded throughout the vessel; and even the animals that were on board, as if sensible of the impending danger, uttered the most dreadful cries. The certainty of perishing by either fire or water was anticipated by every human being, and each raised his hands and heart towards an Almighty Providence, in humble, but fervent prayer for mercy.

The chaplin, who was then on the quarter-deck, gave the people general absolution from their sins; and then repaired to the quarter-gallery to extend it yet further to those miserable wretches, who, in vain hopes of safety, had already committed themselves to the waves. What a horrible spectacle now presented itself! The only object was self-preservation; each was occupied in throwing overboard whatever promised the most slender chance of escape; yards, spars, hencoops, and

everything that was within reach was hastily seized in the agony of despair, and thus hopelessly employed.

The most dreadful confusion now prevailed. Some wildly leaped into the sea, in anticipation of that death which was about to overwhelm them; others, more successful, swam to fragments of the wreck; while the shrouds, yards, and ropes, along the side of the vessel, were covered with the crew, crowding upon them, and hanging there as if hesitating which alternative of destruction to choose, equally imminent, and equally terrible.

Among the numerous instances of individual distress and mental and bodily anguish, a father was seen to snatch his son from the flames; and, after folding him to his breast, to throw him into the sea, where he himself speedily followed, and they perished in each other's embrace.

In the meantime, Lieutenant de La Fond ordered the helm to be shifted, upon which the ship heeled to larboard, and thereby afforded a temporary preservation, while the flames raged along the starboard side from stem to stern, with unabated fury.

Until this moment, the mind of Lieutenant de la Fond had been engrossed by nothing but adopting every means to preserve the ship; but now, however, the horrors of impending destruction were too apparent to every one. This fortitude, notwithstanding, through the goodness of heaven, never forsook him: on looking around, he found himself alone on the deck, and he retired to the round house. There he met M. de la Fouché, who regarded the approach of death with the same heroism which, in India, had gained him so much celebrity. "My brother and friend," he cried, "farewell!" "Whither are you going?" asked Lieutenant de la Fond; "To comfort my friend, the captain," he replied.

M. Morin, who commanded this unfortunate vessel, was overwhelmed with grief for the melancholy state of his female relatives who were passengers with him. He had persuaded them to commit themselves to the waves on hencoops, while some of the seamen swimming with one hand, endeavoured to support them with the other.

The floating masts and yards were covered with men struggling with the watery element which environed them, and many of them now perished by the balls which were discharged from the guns when heated by the fire and thus presenting a third means of destruction to augment the horrors

which surrounded them. While anguish pierced the heart of Lieutenant de la Fond, he withdrew his eyes from the sea; and a moment after reaching the starboard gallery, he saw the flames bursting with frightful noise through the windows of the round house and of the great cabin. As the fire now approached so near, that it seemed every instant ready to consume him, and considering it in vain to attempt the further preservation of the ship, or the lives of his fellow sufferers, he thought it his duty, in this dreadful condition, to save himself, if possible, yet a few hours, that these might be devoted to Heaven.

Having stripped off his clothes, he intended to slip down a yard, one end of which dipped in the water: but it was so covered with miserable beings, shrinking from death, and clinging in the last gasp of mortal agony, that he tumbled over them and fell into the sea. There a drowning soldier caught hold of him: Lieutenant de la Fond made every exertion to disengage himself, but all his efforts were in vain: and though he allowed himself to sink below the surface, yet the soldier did not quit his grasp. The lieutenant plunged down a second time, but he was still firmly held by the man who was now incapable of considering that his death, instead of proving of service to him, would rather hasten his own. At length, after struggling for a considerable time, and swallowing a large quantity of water, the soldier's strength failed, and sensible that Lieutenant de la Fond was sinking a third time, he dreaded being carried down along with him, and loosened his grasp, which was no sooner done, than to avoid a repetition, the lieutenant dived below the surface, and rose at a distance from the place.

This incident rendered him more cautious for the future; he even avoided the dead bodies, which were now so numerous, that to make a free passage, he was compelled to push them aside with one hand, while he kept himself floating with the other, and his mind all the time impressed with the apprehension, that each of them was a person who would seize him and involve him in his own destruction: but his strength soon beginning to fail, he was satisfied of the necessity of some respite to his arduous toil, and soon after fell in with part of the ensign staff, and put his arm through a noose in the rope to secure it. In this manner he swam some little time as well as he could, till perceiving a yard at hand, he seized it by one hand; but observing at the other extremity

a young man, who seemed scarcely able to support himself, he quickly abandoned so slight an aid, and one which seemed incapable of contributing in any degree to his preservation. Soon after leaving this, he got sight of the spritsail-yard, but so covered with people, that he durst not attempt to take a place among them without first asking permission, which, however, they cheerfully granted. Some of them were quite naked, others had nothing on except their shirts, and the pity they expressed at the situation of Lieutenant de la Fond, and his sense of their misfortunes, exposed his feelings to a severe trial.

Neither Captain Morin nor M. de la Fouché were known to have quitted the ship, and were most probably overwhelmed in that dreadful catastrophe by which she was destroyed. The spectacle that was now exhibited on all sides was of the most dismal description, and sufficient to have dismayed the stoutest courage; the mainmast, which had the lower part consumed by the fire, had been precipitated overboard, killing some by its fall, and affording to others a temporary refuge. Lieutenant de la Fond now observed it covered with people, and driven about at the mercy of the waves. At the same time, he observed two seamen buoyed up by a hencoop and some planks, and desired them to swim to him with the latter. They did so, accompanied by more of their comrades, and each taking a plank, which they used instead of oars, they and he paddled along upon the yard, until they gained those who had secured themselves upon the mainmast. So many changes of situation only presented to him new spectacles of horror.

At this time the chaplain was on the mast, and from him Lieutenant de la Fond received absolution. There were also two young ladies there, whose piety and resignation were truly consolatory; they were the only survivors of six, their companions having perished in the flames or in the sea. Eighty persons had found refuge on the mainmast, who were constantly exposed to destruction from the repeated discharges of the guns as the flames reached them. In this awful situation, the chaplain, by his discourse and example, taught the duty of resignation, till he lost his hold of the mast, and dropped into the sea. Lieutenant de la Fond lifted him up, but he intreated him to let him go: "for," said he, "I am already half drowned, and it is only protracting my sufferings." "No, my friend," the lieutenant answered, "when my strength is exhausted, but not till then, we will perish together!" and

in his pious company he calmly awaited death. After a lapse of three hours, one of the ladies fell from the mast and perished; but she was too far off him to receive any assistance from the lieutenant.

After all hope of deliverance had been so long deferred as to be beyond expectation, the lieutenant, to his great joy, observed the yawl close at hand, and immediately requested to be allowed to participate in their fate. His skill and abilities were too necessary for their preservation for them to refuse his solicitation, and they permitted him to come on board provided he could swim from the mast to join them, as they did not choose to undergo the risk, by approaching the mast, of being swamped by the rest of the survivors. The lieutenant, summoning all his courage, succeeded in reaching the yawl; and the pilot and master, whom he had left on the mast, following his example, were seen and taken in.

The flames still continued to rage with unabated fury, and as the yawl was endangered by being within half a league of her, she stood a little to windward. The fire soon after this reached the magazine, which immediately exploded; but to describe the terrific effect of it, is almost impossible. A thick heavy cloud interrupted the light of the sun, and amidst the dreadful blackness nothing could be seen but pieces of burning timber thrown into the air, and threatening to overwhelm with destruction the numbers of miserable wretches still struggling in the agonies of death. Nor were the party in the yawl free from danger, as it was not improbable that some of the burning fragments might reach them and precipitate their frail support to the bottom. The Almighty, however, in his mercy preserved them from this calamity; but what must have been their feelings at witnessing the horrid spectacle which the surface of the sea presented, covered for a considerable distance with pieces of wreck, and intermingled with the mangled bodies of their unhappy shipmates, who had perished, and some half consumed, who still retained enough of life to be sensible of the accumulated horrors which were overwhelming them.

Lieutenant de la Fond proposed that they should approach the wreck, in the hope of picking up provisions or articles of use to them, as they were totally devoid of everything, and exposed to the hazard of a death even more horrible than that which their companions had suffered. They found several barrels which they expected might contain something to re-

lieve their necessities, but what was their mortification on ascertaining that they were part of the powder which had been thrown overboard during the conflagration.

Before night set in, they fortunately discovered a flask of brandy, about fifteen pounds of salt pork, a piece of scarlet cloth, twenty yards of linen, a dozen pipe-staves, and a small quantity of cordage; but they durst not venture to retain their present situation during the night, as they were endangered by the fragments of wreck from which they could not disengage themselves. They therefore rowed away as quickly as possible, bestowing all their care on the management of the yawl.

The whole of them now began to labour with the greatest assiduity to put the boat into proper trim, and everything which could be converted into use was employed; the lining of the boat was torn up for the sake of the planks and nails: fortunately a seaman had two needles, and the linen which they found afforded plenty of thread; the piece of scarlet cloth was converted into a sail, an oar was erected for a mast, and a plank served for a rudder. The equipment of the boat was soon completed, as well as circumstances would allow, notwithstanding the darkness of the night; but a great difficulty remained, for they were without charts or instruments, and being nearly two hundred leagues from land, they knew not which way to steer. Resigning themselves therefore to the Almighty, they fervently prayed for his direction to guide them.

At length their sail was hoisted, and a favourable breeze springing up, Lieutenant de la Fond, and a few survivors of that numerous crew, who were in the yawl, were wafted from amidst the bodies of their miserable shipmates.

Eight days and nights were these hapless adventurers exposed in an open boat to the scorching heat of the sun by day, and intense cold by night, before they discovered land; their throats parched with intense thirst. They received a temporary relief from a slight shower falling on the sixth, which they endeavoured to catch in their mouths and in their hands. They also sucked the sail which was wetted with the rain; but it had previously been so drenched with sea-water, that it imparted the bitterness of the salt to the fresh water. They did not, however, complain at the slightness of the shower, as had it been heavier it might, in all probability,

have lulled the wind, in the continuance of which rested their only hope of safety.

In order to ascertain as nearly as possible the proper course they should steer, they made daily observations of the rising and setting of the sun and moon; and the position of the stars at night pointed out how they should steer. Their sustenance in the meanwhile consisted of a small piece of pork, once in twenty-four hours; and this they were obliged to relinquish on the fourth day, from the heat and irritation which it occasioned in their bodies. Their beverage was a glass of brandy taken at intervals; but this only inflamed their stomachs without in any degree assuaging the thirst, which it almost tended to produce. Abundance of flying fish were seen, but the impossibility of catching them only augmented the pain they already endured, though they endeavoured to reconcile themselves to the scanty pittance which they possessed. Still the uncertainty of their destiny, their miserable supply of sustenance, and the turbulence of the ocean, all contributed to deprive them of repose which they so much needed, and almost plunged them into despair. Under such an accumulation of sufferings, it was nothing but a feeble ray of hope which preserved them.

On the eighth night Lieutenant de la Fond had the helm, where he remained for above ten hours, praying to be relieved from their distressed situation, till at length, exhausted by fatigue and privation, he sunk down completely helpless. His miserable companions were equally exhausted by the sufferings they had undergone, and the whole of them now began to be overwhelmed in despair of finding relief.

At last when the united calamities of hunger, thirst, fatigue, and misery, predicted speedy annihilation to these unfortunate few, on the dawn of Wednesday, August 3rd, 1752, to their unspeakable joy, they saw the distant land. None but those who have experienced the horrors of such a situation, can form an adequate idea of the change which was produced. Their strength was renovated, and they were aroused to take the necessary precautions against being drifted away by the current, in which they succeeded, and thus reached the coast of Brazil in 6° S. lat., and landed in Tresson Bay.

Their first object on setting foot on the shore was to return their most fervent thanks to the Almighty for his gracious and merciful protection of them under such an accumulation

of dangers. They prostrated themselves on the ground, and then in the wild transports of their unbounded joy at their deliverance, rolled among the sand.

In appearance, they were the most frightful objects imaginable, nothing human characterised them which did not announce their misfortunes in glaring colours. Some were quite naked, others had only shirts quite rotten and torn to rags. Lieutenant de la Fond had fastened a piece of the scarlet cloth round his waist, in order to give him the appearance of being at the head of his companions. Although thus rescued from imminent danger, they had still to contend with hunger and thirst, and were ignorant whether they should meet men endowed with humanity or not in that region.

While they were deliberating on the course they should pursue, they were accosted by about fifty Portuguese of the settlement, who advanced and inquired the cause of their presence. Their misfortunes were soon explained, and the recital of them proved a claim upon their hospitality. The Portuguese men, deeply affected by the account they gave, congratulated themselves that it had fallen to their lot to relieve the strangers, and speedily led them to their dwellings. On their way the seamen were highly rejoiced at the sight of a river, into which they threw themselves, and plunging about in the water drank copious draughts of it to allay their thirst. They afterwards found frequent bathing to be one of the best restoratives of health, and to which all of them resorted.

They were met by the chief man of the place, who conducted Lieutenant de la Fond and his companions to his house, which was situate about half a league distant from the spot where they had landed. He generously supplied them with linen shirts and trousers, and boiled some fish for them, the water of which they relished as delicious broth. Though sleep was as necessary as this frugal fare after their fatigue, yet, having learned that there was a church dedicated to St. Michael within the distance of half a league, they would not rest till they had repaired thither to render thanks to heaven for their miraculous preservation. The badness of the road fatigued them so much, that they were compelled to rest in the village where it stood, and there the narrative of their misfortunes, added to the piety which they exhibited, attracted the notice of the inhabitants, that each was striving to be the first to minister something to their necessities. After remaining a short time to refresh themselves, they returned to

their kind host, who, at night, generously contributed another repast of fish. Something, however, more invigorating being required by people who had endured so much, they purchased an ox with the quantity of brandy that had been saved from the wreck.

Paraibo was distant about fifteen leagues, and to reach this place they had to travel barefoot with very little chance of finding any provisions on the way; and, consequently, they smoke-dried their little store, and added some flour to it. They started on their journey in three days' time; and under an escort of soldiers advanced seven leagues the first day, when they were hospitably received by a person who lived on the road, and they passed the night in his house. On the following evening a sergeant and twenty-nine men arrived to conduct them to the commandant of the fortress, who gave them a very friendly reception, afforded them supplies, and provided a boat to carry them to Paraibo, which they reached about midnight, where a Portuguese captain attended to present them to the governor, from whom they experienced the most hospitable attentions. Being anxious to reach Pernambuco, where a Portuguese fleet was daily expected to sail for Europe, the governor, after they had stayed three days, ordered a corporal to conduct the party to that port; but at this time Lieutenant de la Fond was so cruelly wounded in the feet through his great fatigues, that he was scarcely able to stand, and on that account was charitably supplied with a horse.

They arrived at Pernambuco in four days, where the lieutenant met with the utmost consideration and attention from different naval and military officers who were there, and he and all his companions had a passage provided for them in the fleet.

They sailed from Pernambuco on the 5th of October, and reached Lisbon in safety on the 17th of December, from thence Lieutenant de la Fond procured a passage to Morlaix, where, having rested a few days to recruit his strength, he repaired to Port L'Orient with his health greatly injured by the dreadful miseries he had undergone, and reduced to a state of poverty, having, after twenty-eight years' hard service, lost all he had in the world.

By this deplorable castastrophe, nearly three hundred persons lost their lives.

LOSS OF
H.M.S. NAUTILUS,
IN THE GREEK ARCHIPELAGO.

IN consequence of a misunderstanding having arisen between the government of Great Britain and the Ottoman Porte, a powerful squadron was ordered to proceed to Constantinople, for the purpose of enforcing compliance with the terms proposed. The object, however, proved abortive; and the expedition terminated in a way which did not tend to enhance the reputation of Great Britain.

Sir Thomas Louis, who was commander of the squadron sent to the Dardanelles, having despatches of great importance to send to England, entrusted them to Captain Palmer of the Nautilus; and the vessel got under weigh on the 3rd of January, 1807. A fresh breeze from N. E. carried her rapidly out of the Hellespont, and soon after she passed the island of Tenedos, off the north end of which two vessels of war were seen. They hoisted Turkish colours, and in return the Nautilus displayed

“The flag that’s braved a thousand years
The battle and the breeze.”

In the course of the day they came in sight of many of the islands abounding in the Greek Archipelago, and in the evening approached the island of Negropont, lying in $38^{\circ} 30'$ north lat., and $24^{\circ} 8'$ east long, where the navigation became more intricate, from the great number of small islands, and from the narrow entrance between Negropont and the island of Andros.

The wind still continued to blow fresh, and as night was approaching, with the appearance of being dark and squally, the pilot, who was a Greek, wished to lie-to till morning, which was done; and the vessel continued her course at day-break. They steered for Falconera, in the track so beautifully described by Falconer in his inimitable poem, and made that and the island of Anti Milo in the evening; but they could not see the extensive island of Milo, which is about fifteen miles farther off, on account of the thick and hazy weather which prevailed.

As the pilot had not been beyond the present position of the Nautilus, and declared his ignorance of the farther bearings, he relinquished his charge, which was resumed by the captain. Every possible attention was paid to the navigation; and Captain Palmer having seen Falconera so plainly, and being anxious to fulfil his mission as expeditiously as possible, resolved to stand on during the night. He made himself confident of clearing the Archipeligo before morning, and he pricked the course himself, from the chart, which was to be steered by the vessel, and which he pointed out to his coxswain, George Smith, of whose ability he entertained the highest opinion. He then had his bed prepared, as he had not had his clothes off for the three preceding nights, and scarcely any sleep since the time they left the Dardanelles.

The night that followed was extremely dark, the horizon repeatedly lighted up with vivid flashes, which only inspired the captain with greater confidence, as he thought it would enable them to see much better at intervals, so that in the event of the ship approaching any land the danger would be discovered in sufficient time for them to avoid it.

The wind still continued to increase, and though the ship carried but little sail, she went at the rate of nine miles an hour, being assisted by a lofty following sea; which, with the brilliancy of the lightning, made the night particularly awful. At half-past two in the morning high land was distinguished, which those who saw it believed to be the island of Cerigotto, and therefore thought all was safe, and that the danger had been left behind. The ship's course was altered to pass the island, and she continued on her course until about half-past four, at the changing of the watch, when the dull monotony of the night was suddenly interrupted by the cry of the man on the look-out, "Breakers-ahead!" and instantly the vessel struck with a most tremendous crash. The shock was so violent that the people were thrown from their beds, and on coming upon deck were obliged to cling to the cordage. Everything was now thrown into confusion, and all was hurry and alarm; the crew hastened upon deck, which they had scarcely reached, when the ladders below them gave way, and indeed left many persons struggling in the water, which already rushed into the under part of the ship. The captain, it appeared, had not gone to bed, and immediately came upon deck when the Nautilus struck; when, having examined her situation, he immediately went round, accompanied by his

second lieutenant, Mr. Nesbitt, and endeavoured to quiet the apprehensions of the people. He then returned to his cabin and burnt all his papers and private signals. In the meantime each returning sea lifted up the ship, and then dashed her against the rocks with irresistible force; and in a short time the crew were forced to resort to the rigging, where they remained for more than an hour, exposed to the fury of the surges, which were incessantly breaking over them. Dismayed at the distresses they endured, they broke out in the most passionate exclamations, lamenting for their wives, their children and their kindred. The night was so dark, and the weather so hazy, that the rocks could be seen at only a very small distance, and that only two minutes before the ship struck.

The lightning had by this time entirely ceased, and the night was so intensely dark, that the people could not see the length of the ship from them; their only hope rested in the falling of the main-mast, which they trusted would reach a small rock which they discovered very near them. About half-an-hour before day-break the main-mast gave way, and providentially fell towards the rock, whereby they were enabled to gain the land.

The struggles and confusion consequent upon this occurrence may be conceived but cannot be described; several of the crew were drowned. One man had his arm broken, and several were cruelly lacerated; but Captain Palmer refused to quit his station as long as any individual remained on board: and not until the whole of his people had gained the rock did he make any exertion to save himself. At that time, in consequence of his remaining by the wreck, he had received considerable personal injury, and must inevitably have perished, had not some of the seamen ventured to his assistance, through a most tremendous sea. The boats were staved in pieces, though several of the people endeavoured to haul in the jolly-boat; but this they could not succeed in accomplishing.

The hull of the vessel being to windward of them, sheltered the shipwrecked crew a long time from the beating of the surf; but as she broke up, their situation became every moment more perilous, till at last they found that they should be obliged to abandon the small portion of rock which they had reached, and wade to another, which appeared somewhat larger. By carefully watching the breaking of the seas, the

first lieutenant succeeded in reaching the larger rock in safety, and the rest resolved to follow his example; but scarcely was this resolution formed and attempted to be put into execution, than the people encountered an immense quantity of loose spars, which were immediately washed into the channel they had to cross. Necessity, however, would admit of no alternative but to attempt the passage, when many were severely wounded: and they suffered more in this undertaking than in gaining the first rock from the ship. The want of shoes was particularly felt, as the sharp rocks tore their feet in a dreadful manner, and many of them had their legs covered with blood.

The appearance of daylight only served to disclose the horrors by which these unfortunate creatures were surrounded. The sea was covered with the wreck of their ill-fated vessel: many of their unhappy companions were seen floating away on spars and pieces of the wreck; and the dead and dying were mingled together without a possibility of the survivors being able to afford assistance to any that might still be rescued. Two short hours had been productive of all this misery—the ship destroyed, and her crew reduced to a state of wretchedness and despair. Their wild and affrighted looks exhibited the dreadful sensations by which they were agitated; but on being recalled to a sense of their real condition, they had nothing left but resignation to the will of Heaven.

They now discovered that they had been cast away on a coral rock, almost level with the water, about three or four hundred yards long and two hundred broad. They were at least twelve miles from the nearest islands, which were afterwards found to be those of Cerigotto and Pera, on the north end of Candia. At this time it was reported that several men had escaped in a small boat; and although the fact was true, the uncertainty of her fate induced those on the rock to confide in being relieved by any vessel accidentally passing in sight of a signal of distress they had hoisted on a long pole.

The weather had been extremely cold, so much so, that the day preceding the wreck, the ice had lain on the deck; and to resist its inclemency a fire was kindled by means of a knife and flint, preserved in one of the sailor's pockets, and some damp powder from a small barrel which was washed ashore. They next constructed a small tent with pieces of old canvas, boards, and such things as could be got from the wreck; and were thus enabled to dry the few clothes they had saved.

But notwithstanding this slight alleviation, they passed a long and comfortless night, though partly consoled with the hope that their fire might be seen in the dark, and taken for a signal of distress.

When the ship first struck, a small whale-boat was hanging over the quarter, into which an officer, George Smith, the coxswain, and nine men immediately got, and happily escaped. After rowing three or four leagues against a high sea, and the wind blowing hard, they reached the island of Pera. This proved to be scarcely a mile in circumference, and containing nothing but a few sheep and goats belonging to the inhabitants of Cerigo, who came in the summer months to fetch away their young. They could find no rain water, except a little in the hole of a rock, and that was barely sufficient, though used most sparingly. Having observed the fire before mentioned during the night, they conjectured that some of their shipmates might have been saved, for until then they considered their destruction inevitable. Impressed with this opinion, the coxswain proposed again hazarding themselves in the boat for their relief; and although some feeble objections were raised to it, he continued resolute to his purpose, and persuaded four others to accompany him.

About nine o'clock on the morning of Tuesday, the second day of the shipwreck, those on the rock descried the approach of the little whale-boat; all uttered an exclamation of joy. The surprise of the coxswain and his crew to find so many of their shipmates still surviving, is not to be described. The surf ran so high as to endanger the safety of the boat, and several of the people imprudently endeavoured to get into it. The coxswain tried to persuade Captain Palmer to come to him, but he steadily refused, saying, "No, Smith, save your unfortunate shipmates, never mind me." After some little consultation, he desired him to take the Greek pilot on board, and make the best of his way to Cerigotto, where the pilot said there were some families of fishermen, who would, doubtless, relieve their necessities.

But it appeared as if heaven had decreed the destruction of this unfortunate crew; for soon after the boat departed, the wind began to increase, and dark clouds gathering around, excited the apprehensions of those left behind, of a frightful storm. In two hours it commenced with the greatest fury, and the waves rising considerably, soon destroyed their fire. The rock was nearly covered with water, and the men were

compelled to fly to the highest part for refuge, which was the only place that could afford any shelter. There nearly ninety people passed a night of horror and dismay, were only prevented from being swept away by the surf, which every moment broke over them, by a small rope fastened round the summit of the rock, and holding on by each other.

The fatigues they had previously undergone, added to what they now endured, proved too overpowering for many, who soon became delirious; their strength was exhausted, and they could hold on no longer. Their afflictions were still further aggravated by the dread that each succeeding wave would sweep them all into oblivion. They were but ill-prepared to meet the terrible effects of famine; their strength enfeebled, their bodies unsheltered, and in despair of all hope of relief. Nor were they less alarmed for the fate of the boat. The storm came on before she could have reached the island, and on her safety their own depended. The scene which daylight presented was, however, still more deplorable; the survivors beheld the bodies of their departed shipmates, and some still in the agonies of death. Those surviving, altogether exhausted from the sea breaking over them all night, and the inclemency of the weather; which was such, that many of them, among whom was the carpenter, perished from excessive cold.

They had now to witness an instance of cold-blooded inhumanity, which must leave an eternal stain of infamy on those who merit the reproach. Soon after daybreak they discovered a vessel with all sail set before the wind, steering directly for the rock. They made every possible signal of distress which their feeble condition would permit, and were at last gratified at seeing the vessel heave-to, and the boat hoisted out. Their joy, as may be imagined, was extreme, for nothing short of immediate relief could be anticipated; and they hastily made preparations for rafts to carry them through the surf, in the full confidence that the boat was provided with relief for their necessities. On her nearer approach, to within pistol-shot, they observed her full of men, dressed as Europeans, who, to their horror and disappointment, gazed at them a few minutes, and then rowed back to their ship. The galling cruelty of this barbarous proceeding was heightened by observing the strange vessel employed the whole day in taking up the floating remains of that vessel which had so lately borne them.

It would surely excite little compassion to learn that the abandoned wretches who could be guilty of such unfeeling brutality had suffered the just retribution which such inhuman conduct merited. That creatures in the form of men, and apparently Europeans, could wantonly take advantage of misery, instead of relieving it, will scarcely seem credible at the present day.

After this cruel disappointment, and bestowing an anathema which the barbarity of the strangers well deserved, they turned their thoughts during the day towards the return of the boat; but in this, also, they were disappointed, which confirmed their apprehension that she had been lost. They now began to yield to despondency, and had before them only the gloomy prospect of inevitable destruction. Thirst became intolerable, and in spite of being warned against it by the instances of its terrible effects some of them, in desperation, resorted to salt water. Their miserable companions had soon melancholy experience of its consequences; in a few hours raging madness followed, and exhausted nature could struggle no longer.

Another awful night was to be passed; yet the weather being considerably more moderate, the sufferers had continued hopes that it would be less disastrous than the one preceding; and to preserve themselves from the cold they crowded close together, and covered themselves with the few remaining rags. But the ravings of those who had drank salt water were truly horrible; all endeavours to quiet them were ineffectual, and the power of sleep lost its influence. At midnight they were unexpectedly hailed by the crew of the whale-boat; but the urgent want of those on the rock was water, which they cried out to their shipmates for, though in vain. Earthen vessels only could have been procured, and these would not bear being conveyed through the surf. The coxswain then said that they should be taken off by a fishing vessel in the morning, and with this assurance they were obliged to be content.

They now anxiously looked forward to the morning; and for the first time since the wreck, the sun cheered them with his rays. Still the fourth morning came, and no tidings either of the boat or fishing-vessel. The anxiety of the people increased, for inevitable death from famine was staring them in the face. What were they to do for self-preservation? The misery and hunger which they endured was excessive, and though aware of those means by which mariners in similar

circumstances had protracted life, yet they viewed them with disgust. Still when they had no alternative, they considered their urgent necessities afforded them some excuse. Offering a prayer to heaven for forgiveness of the sinful act, they selected a young man who had died the preceding night, and ventured to appease their hunger with human flesh.

Whether their disgusting repast afforded them any relief or not is uncertain, for, towards evening, death made fearful havoc among them, and many brave men drooped under their accumulated hardships. Among these were the captain and first lieutenant, two meritorious officers; and the sullen silence now preserved by the survivors showed the state of their feelings. Captain Palmer was in the twenty-sixth year of his age, and amidst his endeavours to comfort those under his command his personal injuries were borne with patience and resignation, and not even a murmur escaped his lips. His virtuous life was prematurely closed by the overwhelming severity of the lamentable calamity in which he had shared.

During the course of another tedious night, many suggested the possibility of constructing a raft, which could carry the survivors to Cerigotto; and the wind being favourable might enable them to reach that island. As this seemed preferable to remaining on the rock to perish by hunger and thirst, they prepared, at daylight, to put their plan into execution. A number of the larger spars were lashed together, and sanguine hopes of success were entertained. The moment of launching the raft at length arrived, but it was only to distress the people with new disappointments; for a few moments sufficed for the destruction of a work on which the strongest of the party had been occupied for hours. This unexpected failure made several of them still more desperate, and five resolved to trust themselves on a few small spars, slightly lashed together, and on which they had scarcely room to stand. Bidding adieu to their companions, they launched out into the sea, when they were speedily carried along by the strong currents, and vanished for ever from their sight.

The same afternoon they were again rejoiced by the sight of the whale-boat, and the coxswain told them he had experienced great difficulty in prevailing on the Greek fishermen of Cerigotto to venture into the boats, from their dread of the weather. Neither would they permit him to rescue them unless accompanied by themselves. He regretted the sufferings

of his comrades, and his not being able to relieve them ; but encouraged them with the hope, if the weather remained fine, that the next day the boats might come. While the coxswain was speaking, twelve or fourteen men imprudently plunged into the sea, and very nearly reached the boat. Two, indeed, got so far that they were taken in, one was drowned and the remainder providently got back to the rock. Those who had thus escaped could not but be envied by their companions, while they reproached the indiscretion of those who, had they reached the boat, would, without doubt, have sunk her, and and have thus consigned the whole to irremediable destruction.

Their thoughts were wholly occupied on these passing incidents, contemplating their forlorn condition, and judging this to be the last day of their existence, when suddenly from the lowest ebb of despair, they became elated with the most extravagant joy, as the approach of the boats was unexpectedly announced. Copious draughts of water refreshed their languid bodies ; and never before did they know the blessing which the possession of water could afford ; it was to them more delicious and valuable than the finest wines.

Anxious preparations were now made to depart from a place which had been fatal to so many unhappy sufferers. Of one hundred and twenty-two persons who were on board the *Nautilus* when she struck, fifty-eight had perished. It was supposed that eighteen were drowned at the moment of the catastrophe, one in attempting to reach the boat, five were lost on the small raft, and thirty-four died of famine. About fifty now embarked in four small fishing-vessels, and were landed the same evening at the island of Cerigotto, making altogether sixty-four individuals who were saved including those who escaped in the whale-boat. They had passed six days upon the rock, during which time they had not received any subsistence, excepting from the human flesh in which they had participated.

The survivors landed at a small creek in the island of Cerigotto, from whence they had to go a considerable distance before reaching the dwellings of their friends. Their first care was to send to the island of Pera for the master's mate and his companions, who had been left behind when the whale-boat came down to the rock. It was found that they had exhausted all the fresh water, and had lived upon the sheep and goats which they caught among the rocks, and drank their blood. All this time they had been in a state of

the greatest anxiety for the safety of those who had left them in the boat.

Though the Greeks were unable to aid the seamen in the cure of their wounds, they treated them with great care and hospitality; but medical assistance being important from the pain which the sufferers endured, and having nothing to bind up their wounds but their shirts, which they tore into bandages, they were eager to reach Cerigo. The island of Cerigotto, where they had landed, was a dependency on the other; in size about fifteen miles by ten, of a barren, unproductive soil, and that but little cultivated. It was inhabited by twelve or fourteen families of Greek fishermen, who, as the pilot said, were in a state of extreme poverty, living in huts built of clay and straw, and subsisting on bread made of boiled pease and flour, with occasionally a bit of kid; but they made a liquor from corn which had an agreeable flavour, and being a strong spirit, was eagerly swallowed by the sailors.

Cerigo is about twenty-five miles distant, and there they were told an English consul resided. Eleven days, however, elapsed before they could leave Cerigotto, from the difficulty of persuading the Greeks to venture to sea in their frail barks during the tempestuous weather. The wind at last proving fair, and the sea being smooth, they bade a grateful adieu to the kind families who had sheltered them, and who were so tenderly affected by their distresses, that they shed tears of regret on their departure. They reached Cerigo in about seven hours, and were received with open arms. Immediately on their arrival they were met by the English vice consul, Signor Manuel Caluci, a native of the island, who devoted his house, bed, credit and whole attention to their service; and the survivors unite in declaring their inability to express the obligations under which they were laid by his hospitality. The governor, commandant, bishop, and principal people all showed them equal kindness, care, and friendship, and exerted themselves to render the time agreeable, insomuch that it was with no little regret these shipwrecked mariners thought of quitting these generous islanders.

After remaining about three weeks, they were informed that a Russian ship of war lay at anchor off the Morea, which was distant about twelve leagues; and immediately sent letters to her commanding officer, narrating their misfortunes, and soliciting a passage to Corfu. The master of the Nautilus determining to make the most of the opportunity, took a boat

to reach the Russian vessel; but was unfortunately blown upon the rocks during a heavy gale of wind, and very narrowly escaped perishing, while the boat was dashed to pieces. However, after great difficulty, he got to the ship, and at length succeeded in procuring the desired passage for himself and his companions to Corfu. To accommodate them, the Russian commander came down to Cerigo, and anchored at a small port called St. Nicholas, at the eastern extremity of the island.

On February 5, the English embarked on board the Russian ship; but owing to contrary winds, they did not sail before the 15th, when they bade farewell to their generous friends. They next touched at Zante, a small island abounding in currants and olives; the oil from the latter of which constitutes the chief riches of the people. After remaining there four days, they sailed for Corfu, where they arrived on the 2nd of March, 1807, nearly two months after the date of their shipwreck.

LOSS OF THE FRANCIS & CHARLOTTE OFF THE COAST OF INDIA.

OF all the perils of the great deep recorded in these pages, there are perhaps few of such striking interest, or in which the lives of several hundreds of our fellow-creatures were so long in imminent peril, as in the shipwreck of a division of the 78th regiment, on their return from Java, in 1816.

This division was doomed to encounter a more than ordinary share of the perils of the deep. It first embarked on board the *Princess Charlotte*, and sailed from Samarang Roads for Calcutta on the 18th of September, 1816; but the following day, at three p.m., that vessel struck on a sunken rock, and carried away her rudder. The boats, on being hoisted out, were found so leaky as to be useless, and a raft was formed to hold the troops, in the expectation of her beating to pieces in the course of the night; but, luckily, before it became necessary to commit themselves to it, the vessel swung off the rock, and was with great difficulty carried into Batavia Roads

on the second day after she grounded, On being inspected here she was found to have suffered too much damage to proceed on her voyage, and the troops were therefore removed to the Francis and Charlotte, a vessel of seven hundred tons, commanded by Captain Acres. Some time afterwards, when the Princess Charlotte was undergoing repair at Calcutta, a piece of rock, about half a ton weight, was found to have lodged near her keel, during the time she was ashore; and yet in this state had she, subsequently to this disaster, been again employed to carry troops from Java to Bengal, and had encountered two gales of wind off the Sand Heads.

Had this piece of rock fallen out, which it is next to a miracle it did not, she must have instantly foundered with all on board. To such frail chances have the lives of our gallant soldiers been too often entrusted.

This ill-fated division, however, a second time set sail for Calcutta on the 29th of September, and enjoyed a pleasant and prosperous voyage till the 5th of November, when, about half-past two in the morning, a drummer of the regiment came from the fore-castle and reported to the officer on watch that he saw the rocks a-head. The vessel was then going before a moderate breeze at the rate of four or five knots an hour. The alarm was immediately given, and she was put about; but while in stays the current carried her rapidly towards the rocks, and she struck on a sunken reef.

At this time there were upwards of five hundred and forty souls on board, and the boats were scarcely sufficient to hold a fifth part of that number. It soon became evident, from the way in which the vessel was striking, that she was not likely to keep together long; and the water having already made rapid progress in her hold, there was obviously no chance of her ever floating again. As yet they were uncertain on what part of the coast she had struck; but when morning dawned the island of Preparis was recognised on the larboard quarter, distant from twelve or thirteen miles; and they found that she had struck on one of the sunken reefs which surround it, and render it so much dreaded by navigators in those seas.

As soon as the land was descried, it became obvious that the only chance of safety rested in the boats being able to carry off the troops by successive detachments from the wreck; but this of course depended on the weather continuing moderate, and the vessel not going to pieces in the meantime

—a prospect by no means likely to be realised. However, though death in all probability awaited those who were obliged to remain, no selfish feeling was animated by the soldiers to secure their own safety at the expense of the more helpless portion of the community. The sick men, with the women and children, were first put into the long boat and cutter, along with as many of the soldiers as she could carry, under the care of Captain M'Queen and Mr. Brown, the assistant-surgeon. It was at first no easy matter to get the women to trust themselves to the boats; and it was fortunate that in this emergency the lady of the commanding officer, Mrs. M'Pherson, possessed sufficient fortitude to set the example by going first into the boat, on which the rest gained confidence and followed her. In the hurry of starting, very few oars could be found, and neither the masts nor sails of the boat could be got out of the hold. At five o'clock a.m. these two boats set off for the island; the jolly-boat had been stove against the side of the ship, and went down, so that the gig was the only one remaining with those on board the vessel.

As the ship beat very violently, and the sea instantly broke through her ports, and over her upper decks, the foremast, with all sail set, was cut away, and fell over the star-board bow, carrying with it the maintop-mast and mizen-top-gallantmast. When the advance of day lighted up the horrors of their situation, the scene appeared terrific, beyond description. Nothing was visible but breakers and rocks around them in every direction, lashed by a rapid foaming current, which swept everything before it. About fifty yards from the stern, a small rock jutting above the water appeared the only spot capable of affording temporary relief, in case of the vessel going to pieces before the boats could return, an event which her frail state hourly rendered more probable. With a view of establishing a communication between this rock and the vessel, and thereby placing a portion of the men in greater security, the gig was sent with a rope, which was made fast to the rock, and bound round the mizenmast.

By this time, to their great disappointment and distress, they could see that the boats which had left them, instead of nearing the island, were drifting to leeward, the crews being exhausted with pulling against the strong current which was setting from the shore. The gig was accordingly despatched

after the long-boat, with a sail which had been procured for her out of the hold, and by the aid of which they could observe her at length nearing to the island. During the absence of the gig, some of the men were employed in making a raft from such spars and yards as could be procured, and others in saving bags of rice and biscuit out of the gun-room, so long as the state of the vessel admitted of their exertions. About one hundred men were removed from the vessel to the rock; but as it would hold no more at high water, it occurred to them, that if the vessel went to pieces before the boats could return, many more might be saved by tying rafts to the rocks; and as, from the strength of the current, it was found absolutely impracticable to work the one they had prepared, it was made fast there, and connected with the vessel by several strong ropes; and another raft was also commenced with the same view on the larboard side.

After the gig returned, the long-boat and cutter, which they had previously seen nearing the island, were suddenly lost sight of, and they became much alarmed lest the boats had been lost in the surf when attempting to land. As their sole hopes of rescue rested on their return, the anxiety of their situation can be easier conceived than expressed. To remove the suspense under which they were all suffering, Captain Acres determined, to go on shore in the gig, and Major M'Pherson, at the earnest entreaty of the rest, accompanied him. At sunset they left, taking with them about fifteen men, and the remainder were left, in all about three hundred souls, in a vessel of which every timber was giving evident symptoms of breaking up, and rendering it barely possible that, in the absence of rough seas or boisterous weather, they would see the morrow's dawn.

As night set in, the dreariness of their situation was enough to quail the hearts even of the boldest, still the soldiers in general behaved well. A few there were, no doubt, who, in the vain hope of drowning care, and hiding from themselves the horrors of their impending fate, sought refuge in intoxication, of which the means readily presented themselves between decks; and two or three of them in this state proved disobedient and disorderly, conceiving that the approach of death levelled all ranks and distinctions; but the general mass of the soldiers exhibited the most praiseworthy conduct, and, unappalled by the boiling surge which every moment threatened to engulf them in its eddies, continued in their

labours of preparing another raft, and saving as much of the provisions as possible from the wreck. The Lascars for several hours had been of no use whatever. They had stowed themselves away in the fore-castle, and were busy plundering and drinking.

As the tide rose the men on the rock could not keep their footing, and the waves breaking over it, swept several of them into eternity. Small pieces of rope were therefore sent to them with directions to fasten themselves to the rock, and after that precaution accidents became less frequent. Lest the vessel should go to pieces in the night, they became anxious to get back the raft from the rock, in order that it might take off as many as possible; but in endeavouring to haul it up against the current, which was running at the rate of five or six knots an hour, two of the ropes broke, and the attempt had to be abandoned, as there was but one left to connect it with the vessel.

When the second raft was completed, another attempt was made to haul up the other alongside of it; but it was found impracticable, after the attempt was persevered in for a couple of hours, during which the sea was beating constantly over the party employed; and when the ship rolled on her star-board side she raised the raft on which they were nearly out of the water, and as she rolled over on the other side, buried them in the waves. This working speedily loosened the spars, and all hands were therefore set to work to lash them together, and endeavour to make the raft firm.

There cannot be a more wretched situation imagined than during their exertions on this raft, buffeted by the waves, which broke over them in huge masses at every alternate roll of the vessel, bruised by the boxes, trunks, &c., which were constantly washing out of the port-holes, and obliged to exert themselves to secure and keep together the only frail support they had to trust to, though their footing was so insecure that every moment they were in danger of being swept into the current, or dashed to pieces against the side of the vessel. During this period of eventful exertion, when one by one their fellow-sufferers were swept off by the merciless ocean, the cool and determined demeanour of some was strikingly contrasted with the noisy clamour of others; and in general those who were the most profligate in their habits, were now the loudest in their prayers and lamentations. One of the subalterns on the raft, who was by no means noted on former

occasions, either for the fervour of his belief or the ardency of his worship, was so zealous in his supplications to the Almighty for relief, on this occasion, as to induce a smile, even amid the awful nature of the scene around them.

At high water the ship was striking tremendously, owing to the great body of water in her hold, and as the only hope of keeping her together, it was determined to cut away her main-mast; but the Lascar carpenter could not be found, and they were afraid, unless properly done, it might, in falling, carry away the poop, which was the only place to shelter them. However, to keep the vessel from breaking up, they were necessitated to run every risk, and having cut the weather mizen-rigging, a few blows of the hatchet sent the mast over the starboard side, luckily without injuring the vessel. The ship was much easier in consequence, and wearied with their exertions, some of them endeavoured to snatch a little sleep in the mizen larboard chains. While in this situation, they fortunately overheard one of the men who had been left to take care of the raft propose to his comrades to cut it loose and make the best of their way from the wreck, as it would only hold a few of them with safety when the ship broke up. The idea of being thus abandoned to their fate was quite sufficient to banish all thought of sleep, even fatigued as they were; and to prevent the possibility of so treacherous a proposition being adopted, all the men on the raft were immediately ordered on board.

Often in their anxiety did they cast their eyes towards the island, for it required little reflection to convince them that unless their comrades had been successful in effecting a landing, all their exertions would only tend to prolong a miserable existence for a day or two, but could in no way secure their ultimate safety; and from the boats having been lost sight of so long, and their being no indications of any of them having reached the island, the most gloomy forebodings began to be entertained, both for the fate of those in the boats, and their own. At length, to their inexpressible joy, about four o'clock in the morning, a light was seen on shore, and soon after another, at a little distance from the first, which they conjectured was a signal of their safe arrival, and a lantern was hung out by those on board at the mainmast-head in answer to it.

As the day broke they perceived the long-boat under sail, with the cutter in tow, coming towards the vessel, and at

length began to entertain some hope of being rescued from the perilous situation in which they had passed the last twenty-seven hours, expecting every moment to be their last. The two boats, however, could only carry one hundred and ten of their number, so that the rest had to be left to encounter similar dangers for another night or two; their only safety depending on the continuance of moderate weather, and the ship holding together till then. Still, with this manifest danger before them, was the disembarking party arranged, without any selfish anxiety being manifested by one portion of the soldiers to secure their safety at the expense of the others.

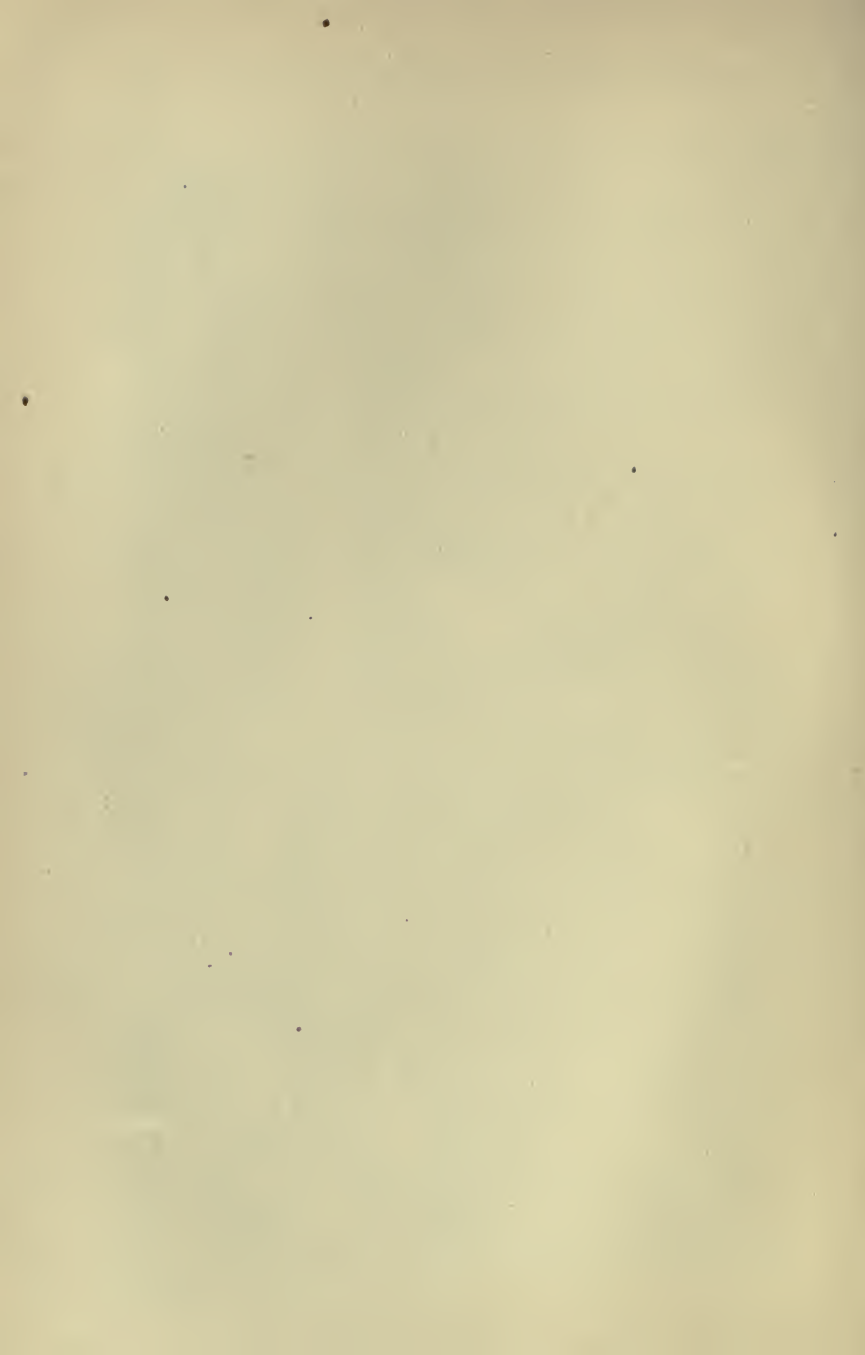
It may easily be supposed, notwithstanding their chance of escaping the perils of the deep, the situation of the party in the boats was by no means enviable. They had not a drop of fresh water, and, after being exhausted by the exertions of the preceding night, had to pull against a strong current a distance of upwards of fifteen miles, exposed to the burning rays of a tropical sun. It was after a day of great fatigue and suffering they landed on the *Preparis* at about four p.m., where they received the welcome intelligence that fresh water had been found in abundance about a mile from the landing-place, with which they quenched their thirst in copious libations, and ate some shell-fish which had been prepared for them by the ladies, knowing they would be acceptable after the privations they had experienced on the wreck.

About two hours after they landed, a ship was seen to the eastward, standing direct for the island. Every face beamed with joy, for they now thought their relief certain. As darkness set in they collected wood, made a large fire on the top of the highest hill, and hoisted the union-jack there to attract her notice. They laid down to sleep on the sandy beach, near high-water mark, confident that at daylight she would send her boats to rescue them. But when morning broke she was nowhere to be seen, and must have stood away from the island during the night, notwithstanding their signal.

In the course of the night the gig had landed with an officer and fourteen men from the wreck, who luckily succeeded in bringing off with them some bags of rice and biscuit, which were of great service in their present famished condition.



The Loss of the Francis and Charlotte.



The island of the Preparis, on which they had been cast, lies about sixty miles from the mouth of the Rangoon river; its length is about three miles, and circumference about eight; it is covered with wood and jungle, and on the south side is a sheet of fresh water, wherein they shot some ducks. At first they were very tame, but after experiencing a few shots, they became wild. They also shot a few sand-larks on the beach, and saw many baboons, but as they were very large and formidable, and they had but one fowling-piece, and no shot large enough to make any impression on them, they judged it prudent to let them alone. A variety of shell-fish was found by searching among the rocks; the smaller kinds were palatable, but the larger were so exceedingly coarse and oily as to sicken many of them, who had been for some time without food.

Seeing that there was no prospect of relief otherwise, it was determined, so soon as all the men were taken from the wreck, and a proper set of sails could be made, to send the long-boat to Rangoon, the nearest port, for assistance. Meantime the commanding officer assembled the men, encouraged them to hope for the best, to be obedient to orders, and never in any situation forget their duty and their discipline. Their supply of provisions was inspected, and they were put on the wretched allowance of half-a-biscuit, and half-an-ounce of beef or pork a-day. All shared alike, however, and they endeavoured to eke out this small pittance of food by wandering about in search of such shell-fish, and other resources, as the island afforded.

The weather still continued very moderate, and the long-boat succeeded in bringing off another party of the men from the wreck. Luckily the island lay directly in the track of vessels bound to Rangoon, or coming from the eastward to Calcutta, and they all continued tolerably cheerful in the expectation of another ship again heaving in sight, of which they kept a sharp look-out; nor were they disappointed.

About eight, a.m., on the following morning, a vessel was seen to the south-east, which proved to be the Po, from Madras. The captain observing their signal, sent his boat to the wreck, and carried twenty-seven men on board. She continued off the island all day, but in the evening they lost sight of her; and afterwards found that in a second attempt to bring off the sufferers from the wreck, the jolly-boat was swamped from the rush they made into it, and two men

perished. The first mate, who commanded her, escaped but was left on the wreck. This accident, and the dread of being surprised by rough weather on so dangerous a lee-shore, probably induced the captain to abandon the attempt of rescuing any more of the party, and to make the best of his way to the nearest port for further assistance. In the morning, to their great disappointment, the vessel had disappeared.

On the following day, however, a ship was seen in the offing, which was supposed to be the same, and they sent off the second-mate in the cutter, who found her to be, not the *Po*, as they supposed, but the *Prince Blucher*, bound from China to Bengal. On learning their situation, the captain immediately stood in towards the scene of the shipwreck, and employed his boats in taking the remainder of the men from the rock, on which they had now been exposed for five days, in a situation the most perilous which can well be conceived, the waves at high water almost covering the narrow ledge on which they were crowded; and even in that moderate weather, scarce a tide passed without some of them being swept off by the current. Had the weather been boisterous, or the tide have risen higher than usual, their destruction must have been certain.

During all this period they had not a morsel of food, but the raw flesh of a cow which drifted to them from the wreck; and most of them, from the accident having taken place in the middle of the night, were exposed almost in a state of nudity to the burning rays of the sun. They were all much cut and bruised by being frequently dashed against the rocks; but from the fortunate precaution adopted of tying themselves to the rock whenever that was practicable, only nine men were washed away out of 110 who landed on it: the rest, in a state of great exhaustion, were carried on board the *Blucher*, where they received every kindness and attention which humanity could dictate from Captain Wetherall, who commanded her.

Towards evening they lost sight of the ship, and from the conduct of the two other captains, they began to be uneasy lest this one also should desert them. As night came on they collected large quantities of wood, and kept a fire burning as a signal. Though the *Blucher* had been obliged, in order to keep off the island, to come to anchor hull down, yet she fired guns during the night in answer to their signals, and cheered

them with the assurance that, though unseen, she was still near them. As soon as morning dawned she sent two boats on shore with supplies of mutton, biscuit, beer, and wine; a most acceptable present, it may be supposed, to persons in their famished state. Major M'Pherson and Doctor Brown with the officers' ladies and children, pulled off in the Bluchers' boat at eleven a.m., and those who were left behind amused themselves by cooking and eating the provisions sent them from the ship; and the amplitude of their meal, which was prolonged for several hours, with the joyous anticipation of getting away from the island next day, put them all in high spirits; every dismal thought fled, and their previous sufferings and privations were forgotten.

Notwithstanding their deliverance was to all appearance so near, many of the poor fellows were doomed yet to encounter a long period of anxiety and privation. By five p.m., the Blucher's boats had returned. The long boat was then loaded with sick men, women, and children; and in order that the other boats might make more rapid progress, it was arranged that the officers and men intended for embarkation should walk to the extreme point of the island, which was nearest the vessel, and be taken in there. On their arrival, however, they had the mortification to find that the ship, in consequence of having dragged her anchor and being very nearly on the rocks, had been obliged to stand under weigh, and stand out from the shore. It was, consequently, not judged expedient to attempt the embarkment that night, and the boats returned to the landing-place without taking them on board.

At six o'clock the next morning they saw the ship at a great distance to the eastward. The men, women, and children were again embarked in the boats, and in about an hour they started, three of the boats towing the long-boat; but as the sea was running very high, they made but little progress, particularly those in the cutter, which contained fourteen men, eight women, and nine children. Many of the men were sickly, and could not pull, and they had but five oars. By eleven o'clock they had weathered the eastern extremity of the island, when all the other boats were able to make sail towards the ship, which made frequent tacks towards them, and picked them up; but there being no sail in the cutter, a strong wind and tide against them, and the men exhausted with pulling, they speedily drifted to leeward among the

rocks and shoals, where the ship could not approach them, and their situation every hour became more critical, as the wind was rising rapidly, and the sea breaking over them so as to require constant baling to keep the boat afloat; and there was not a drop of fresh water on board to refresh the men, who were panting and worn out by excessive exertion. The women and children, too, were in a most melancholy state; nor was it possible to keep them from drinking the salt water, though it tended rather to increase than allay their sufferings. About six o'clock they had neared the ship a little, and all of them being very much exhausted by their exertions, they hoisted a handkerchief as a signal of distress, in the hope she would send boats to their assistance; but as it unfortunately happened, she was at this time dragging her anchors, and in danger of running on the rocks, so that instead of affording assistance, they had the disappointment of seeing her set sail, and stand away from the shore. When she had got clear of this danger, she shove-to, and as night was fast setting in, and a heavy sea rising, they mustered all their energies to reach her; but when they had considerably lessened the distance, she was again under the necessity of making sail, and standing away to avoid the rocks.

Darkness had now set in, and she was soon lost to their sight; the gale was increasing, and the sea beating over them with redoubled fury. Their signal fire was now seen burning on the island, and several of the men, in despair of reaching the vessel, and of the boat living in such a sea, proposed steering for the island in the direction of the fire; but this was firmly opposed, as there was but one safe landing-place in the island, it was by no means likely they would be able to make it in the dark; and even if they did, it was only accessible when the weather was fine and the water smooth; consequently, in such a gale as then blew, it could not be attempted but with the certainty of destruction. It was therefore determined to follow the ship and keep to sea, as their only chance of safety: and fortunate it was that they did so; for about eight o'clock the *Blucher* hoisted a light and sent a boat to their assistance, which soon brought them along-side, and they all got safe on board, dreadfully exhausted, as may be supposed, with pulling a heavy cutter from seven in the morning, without a drop of water or a morsel of food. All their sufferings were now, however, forgot; the humanity and attention shown by Captain Wetherall soon revived them:

and the women, who, an hour or two before, had been most furious in their desire to return to the island, at all hazards, were now loud in their expressions of gratitude that their original course had so fortunately been maintained.

Their dangers were not, however, as yet at an end. There were still about ninety Europeans and sixty Lascars on the island, whom Captain Wetherall was determined, if possible, to bring off with him; but towards midnight the gale increased, one of the long-boats astern was stove, and had to be cut adrift, and one of the Lascars perished in her. Towards morning the weather moderated, and the vessel again stood for the island; but at eight, p.m., another heavy gale came on, accompanied with thunder and lightning. The ship was carried rapidly towards the breakers, and it was only by a press of sail they were enabled to clear them. In doing so, however, several of the sails were blown into ribands; the foremast sprung, another of the boats lost, and they were obliged to cut away one of their bower-anchors, which broke loose from the lashing. The vessel was very light, and as the sea broke very heavily over her, apprehensions were entertained that she would go over on her beam ends. The Lascar seamen became terrified and were of no earthly use; and but for the exertions of the soldiers on board she would have been inevitably lost. Owing to the damaged state of the vessel, it was not judged safe to remain any longer off so dangerous a lee-shore in such tempestuous weather, and they were therefore reluctantly compelled to give up the prospect of rescuing their comrades in misfortune, and steer directly for Bengal.

They arrived there in nine days, and immediately forwarded a despatch to government announcing their shipwreck, the sufferings they had undergone, and the necessity for immediate relief to those that had been left behind. Lord Hastings ordered two Company's cruisers to proceed instantly to the island to bring them off, and with proper supplies of provisions and clothing for their use. They were found, on the *thirty-sixth* day after the shipwreck, in a very weak state. Latterly there had been no shell-fish procurable, and the men were too much exhausted to search for them at low water with their usual diligence. They were desponding, too, of all hopes of relief, from the apprehension that the *Blucher* had perished during the gale, and that they would be left to die of starvation. Several of them were in so exhausted a state that they expired shortly after being taken on board the

cruisers, and the sudden change of diet from privation to plenty, proved fatal to many others.

From the quantity of yards, masts, boxes, &c., which were found on the sea shore at various parts of the island, it would appear that many ships must have been wrecked upon its dangerous coast, though probably none of the sufferers had the same good fortune in escaping from it. In order to provide a supply of food for any who might encounter a similar misfortune, the cruisers left a few goats, geese, and fowls on the island, which may probably increase, and afford the means of sustenance to future sufferers. In remembrance of the event a pole was stuck up at the landing-place, on which a bottle was fastened, containing a piece of parchment with the names of the sufferers interred on the island, the date of the shipwreck, and final departure. The total number on board the Francis and Charlotte at the time of her shipwreck was as follows:—

Officers, non-commissioned officers, soldiers, camp-followers, &c.	-	-	-	-	-	-	390
Lascars, forming the crew	-	-	-	-	-	-	110
Soldiers' wives, children, &c.	-	-	-	-	-	-	40
							<hr/> 540

The precise number who perished cannot be accurately stated from memory; but considering their perilous situation, it was much fewer than might have been expected. The vessel luckily did not go to pieces till the sixth day after the wreck, when the men were all removed; and had not the weather been remarkably moderate, during that period, she could not have held together many hours, in which case the greater number of those on board must inevitably have perished.

This island of Preparis had nearly occasioned the shipwreck of another corps. In 1826 the East India Company's ship *Ernaad*, having on board the 45th Foot, and a number of camp-followers, amounting in all to nearly 800 souls, struck on one of the outer shoals of that island, when on her way from Rangoon to Martaban, and it was only by the greatest exertions that she was got off, and succeeded in reaching the neighbouring port of Amherst Town. Strange to say, Lieut. Smith, one of those who had been formerly wrecked on the island in the 78th, was then on board as Lieutenant in the

45th, and thus narrowly escaped being cast away a second time on the same island in that remote quarter of the globe.

DESTRUCTION BY FIRE OF THE NEW HOORN, IN THE EAST INDIES.

THE New Hoorn, a vessel of eleven hundred tons burden, commanded by William Ysbrants Boutekoe, a Dutchman, with a company of two hundred and six men, sailed from the Texel on the 28th of December, 1618. On the evening of the 30th, they were in sight of Portsmouth, and passed Plymouth on the following day with an east wind.

On January 1, 1619, they left the English coast; and a strong gale rising from the south-west on the 4th, they were obliged to lower their topmasts; but the night proving still more stormy, they reduced all sail and drove before the wind. Three heavy seas broke over the vessel, covering the decks with water. Many of the sailors exclaimed, "We are sinking, we are sinking; the ports before are open." The captain hearing these words ran to the forecastle, where, finding the ports down, he encouraged the men by calling aloud to them that they had nothing to fear; and a man who had been sent below to examine the hold, reported that there was very little water there. Speedy exertions were made to relieve the vessel, but the chief source of embarrassment arose from the seamen's chests floating between decks, which it was necessary to break in pieces in order to facilitate the work. For several successive days the tempest continued to rage with such incredible fury, that according to the captain's description, they believed heaven and earth were about to meet, and the sea was covered by fire. By the straining of the shrouds and great rolling of the vessel, the mainmast was partly carried away. Such was the violence of the shock that they at first thought the whole was gone, and that, consequently, it would be impossible to prosecute the voyage; but allowing the vessel to drive, they resorted to temporary expedients, and secured the remainder of the mainmast when the storm abated.

Directing their course towards the Canary Islands, a vessel came in sight of them astern, crowding all sail to come up with them; they therefore lay-to, when she proved to be the *New Zealand*, on a voyage from Flessingen to the East Indies. She had not suffered any damage from the tempest, and they endeavoured to keep up with her, though they were scarcely able to hoist enough sail.

On the 23rd, another vessel came in sight, which, on nearing, they recognized to be the *New Enkhuysen*, which had sailed from Holland for India at the same time with the *New Hoorn*. Keeping company they came in sight of the Canary islands, expecting to obtain some refreshments at St. Anthony; but the fog preventing them from discovering that island, they altered their course and arrived at Fogo.

Having cast anchor they set about refitting the ship, and sent a boat towards the shore, which was saluted by the Spaniards with shot, upon which they weighed anchor and set sail.

The other two vessels here parted company, and it was some time before they rejoined the *New Hoorn*; they related, that having landed on the Isle of May, they were opposed by the Spaniards, and obliged to retire with the loss of two men.

Crossing the line they experienced calms with slight showers and occasionally baffling winds, or sometimes the wind shifted round to all points of the compass, so that they were detained three weeks before they were able to get into the southern latitudes. The wind being then in the south-east, they kept a good look-out and endeavoured to pass the Abrolhos to windward, which, after seeing the outermost rocks, they happily succeeded in accomplishing. On this day, a double allowance was served out with a pint of Spanish wine to each man, and then they stood towards the islands of Tristan D'Acunha. By observation they found that they were in the same latitude, notwithstanding which they passed them without coming in sight, and was then, by the shifting of the wind, obliged to make for the Cape of Good Hope. The weather, however, proving tempestuous, it was resolved by the ship's council to pass without touching at the Cape; and, accordingly, having plenty of provisions, and the crew being in good health, they ranged along the coast of Natal. They had now been out five months, and the *Enkhuysen* being destined for the coast of Coromandel, took leave of the *New*

DESTRUCTION OF NEW HOORN. 165

Hoorn and New Zealand, intending to pass south of the island of Madagascar, and then get refreshments at Mayote. Soon after this the New Zealand also parted company, steering two points farther to the north, when the New Hoorn made the best of her way to Madagascar.

By an observation, subsequent to the separation, they found themselves in 23° south lat., at which time great sickness prevailed in the ship; forty were confined to their hammocks, and many more complaining; the council therefore determined to steer for St. Losie Bay, in Madagascar. On approaching the island they could get no secure anchorage, on which the captain went off in the long-boat to search for it; but the surf beat so heavy on the shore, that they were unable to land to obtain any information; and not having any prospect of obtaining fresh provisions, he returned on board, to the great mortification of the people: and then hoisting sail bore away.

The number of the sick daily augmented, and several having died, the survivors sent some of the officers to the captain, humbly requesting that he would make for land. Upon this he resolved to attempt gaining either the island of Mauritius, or that of Mascarenhas; and steering on a course between them, they came in sight of the latter, and anchored near the shore in forty fathoms.

The sick having learned that the long-boat, which had been sent to the island, had returned with a number of turtle, requested to be sent ashore; but Heyn Rol, the supercargo, would by no means consent to it, affirming that it was dangerous, from the roughness of the sea. They nevertheless persisted in their entreaties, and anxiously solicited the captain to send them ashore; who himself asked Heyn Rol for permission, but received a refusal. The captain, however, told him that he should do so, and be responsible for the consequences. He accordingly supplied them with a sail for a tent, oil, vinegar, and kitchen utensils, and two cooks to dress their provisions.

They found a number of blue pigeons on the trees, so tame that they caught them with their hands, and killed and roasted two hundred the first day. They also procured many other birds, such as grey paroquets, wild geese, and penguins. Turtle were also so numerous that they took as many as they chose.

A number of people were sent ashore to obtain fresh pro-

visions; and eight of them detached on a fishing party obtained various kinds of good fish, some as large as a salmon. On conveying the water-casks to a small fresh-water river, they found a wooden plank with an inscription, purporting that Captain Adrian Maerts Block had been there with a fleet of thirteen vessels, when on sending his boats ashore, they were overwhelmed by the surf and their crews drowned.

From the palm-trees they extracted a mild and agreeable liquor, which, with the abundance of fresh provisions of the most luxurious description, contributed to the convalescence of the sick so rapidly, that in a very short time all of them, but seven, were able to return to the ship; the others remaining till the vessel should be ready to sail.

Having refitted the ship without and within, opened the ports for the admission of air, and fumigated the whole with vinegar, the drum beat for the return of the people, and they set sail. Though they had been twenty-one days on the island, there were still some sick people on board, which induced them to bear away for the island of Mauritius; but getting too much to leeward, they found themselves unable to beat up.

They had still a long voyage before reaching Batavia or Bantam; the ship's council therefore resolved to steer for St. Mary's Island, which lies opposite to the bay of Antongil, in the island of Madagascar. Coming in sight of it, they stood to the west, coasting round the island in six and eight fathoms water, as clear as crystal, and they distinctly saw the bottom.

They were soon observed by the natives, who come on board in small canoes, bringing apples, citron, rice and poultry. They remained here some time trading with the natives for cattle, sheep, and rice, in exchange for bells, spoons, and knives; and then, after heeling the vessel to clear her bottom, they set sail standing for the straits of Sunda.

On November 19, they had reached the latitude of the Straits, which lie $5^{\circ} 30'$ south of the line, when they were suddenly alarmed by the cry of "Fire!" The captain immediately came on deck and looked down the hatchways, where he could not discover anything but the steward pouring water into a cask. He instantly descended and asked the steward where the fire was, on which he pointed to the cask. It appeared that the steward had gone down with a candle to fill his keg with brandy, that a small glass might be served out to each person next morning, according to custom. While

thus occupied, he had thrust his candle into the hole of a cask on a tier above that from whence he drew the spirits, and in removing it a spark fell exactly into the bunghole of the other. The water which the steward had poured in, prevented the captain from discovering the fire, and considering it extinguished, he returned to the deck. The fact unfortunately proved otherwise, and the flames rapidly reviving, burst out the ends of the cask; and, to add to the disaster, the fire reaching a heap of coals which had been stowed under the casks, set fire to them.

A second alarm ensued, and all hands ran hastily to the place, making great exertions to get the fire under, which was extremely difficult to accomplish, as there were four tiers of casks above the other. They were also hindered by such a thick and sulphureous smoke from the wet coal, that those at the bottom were almost suffocated, and could scarcely find the hatchways. In this emergency the captain proposed to Heyn Rol, that they should throw the gunpowder overboard; but this he objected to, alleging that the fire might still be extinguished. "Besides," he added, "if we throw away our powder, how shall we defend ourselves against our enemies, should we be attacked and taken! We shall have no apology." The powder therefore remained.

In the meantime the rage of the devouring elements augmented more and more, and as it was impossible to remain down in the hold; the decks were scuttled, that greater quantities of water might be poured down upon it, but all was in vain.

The launch had been for the last three weeks astern of the vessel, and now the yawl was also lowered down to clear the decks. Alarmed at the dreadful appearance of the fire, without the hope of succour, some of the crew began to desert their posts; quickly slipping along by the chain-wales, they dropped down into the sea, endeavouring to swim to the launch or the cutter.

Heyn Rol coming by chance into the gallery, was surprised to see so many people in the boats. They cried to him that they were about to cast off, and entreated him, if he meant to accompany him, to lose no time but descend the stern ladder. He did so, and then requested them to apprise their captain, and wait for him; but they immediately cut the painter and made away.

Captain Boutekoe, who knew nothing of all this, was exert-

ing himself to get the fire under, when a seaman came to him, with tears in his eyes, saying, "Dear captain, what can we now do, the launch and cutter have deserted us?" "If they are gone," the captain answered, "it is not to return;" and hastened on deck, where he soon satisfied himself as to the fact, and immediately hoisted all sail to run them down; but when within about three ship's lengths, they got the weather-gage and escaped.

The captain then renewed his endeavours to encourage the crew, telling them that, next to God, their trust must be in themselves; and exhorting them to persevere steadily in their exertions to get the fire under. In the next place he ordered the powder to be thrown overboard, which they instantly commenced doing; and ordered the carpenters to bore holes with their augurs in the ship's sides, so as to let in the water, in the hope of extinguishing the fire.

Nothing but sighs and lamentations resounded through the vessel, while with unabated vigour they continued to pour large quantities of water down the hatchways. In a short time, however, the oil took fire, and the flames became more and more furious, as they tried to conquer them. Their situation now became more desperate; consternation spread among the crew: their exclamations of terror increased, until beholding inevitable death approach with rapid strides, their courage sunk into apathy. The captain was standing upon deck, with sixty-five others, close by the main hatchway, receiving the water in the buckets. Sixty barrels of powder had been got overboard, but three hundred still remained; when the fire at length reached them, and the vessel blew up with a terrific explosion, carrying with it one hundred and nine human being. "A moment afterwards," the captain relates, "not a creature was to be seen; and, believing myself launched into eternity, I exclaimed, 'Lord have mercy upon my soul.'"

Although stunned by the explosion, his senses had not entirely forsaken him, so that seeing the mainmast and then the foremast floating by his side, he gained the former; and soon afterwards had the satisfaction of perceiving that he was not alone, as another had also survived the wreck, and was then near him on the floating fragment.

The sun went down soon after, leaving them destitute of all prospect of succour; and their only consolation lay in the mercy of God.

Shortly afterwards they were agreeably surprised by the sight of both the launch and cutter, which met beside them. The young man leaped boldly into the water, and swam to the boat; but the captain was incapable of following his example, from the wounds which he had received. The trumpeter then threw out a rope, which he fastened round his body, and being drawn towards them was taken into the boat.

The captain lay in a little recess, which had been formed in the stern of the boat, and while there, Heyn Rol set the men to the oars, and made them row all night. In the morning they saw no appearance of land, and they had left the wreck where they might have obtained plenty of provisions, as both meat and cheese were driving about in such quantities, that they could scarcely get free from them.

The first thing was to examine their store of provisions, which they found to consist of only seven or eight pounds of biscuit. "Comrades," said the captain to them, "we must follow another course, lay aside your oars, for your strength will soon be exhausted." "What shall we do then?" said they; on which he ordered them to make sails of their shirts, by untwisting the cordage which they found about the boat, and running it through the linen.

Forty-six persons were in the launch and twenty-six in the cutter, being seventy-two in the whole. They drifted the whole day, while occupied in making sails, and hoisted them towards night, when they steered by the stars as a guide, though they could scarcely observe their rising or setting.

The seven or eight pounds of biscuit were distributed by equal portions, daily, of the size of a man's finger; but this could not last long among so many; and they had nothing whatever to drink, till, fortunately, there was a heavy shower of rain, which they caught by means of the sails, using an old shoe as a cup.

There still being no appearance of land, their hopes died away, their misery daily increased, and the rage of hunger urging them to extremities, they began to regard each other with ferocious looks. The men, consulting among themselves, secretly determined to devour the boys on board; and after their bodies were consumed, to draw lots who should next suffer death, that the lives of the rest might be preserved, but the captain approaching them said, "My friends, I pledge myself we are not far from land, let us put our trust in God and

he will send relief. The people answered that they had been too long amused with such predictions, and that should they not get sight of land in three days, the boys should be sacrificed.

They now became so enfeebled, that they could no longer stand upright. In this way they steered at random, until the 2nd of December, the thirteenth day after the disaster. All the people had given up their shirts for sails, so that they were almost naked, and were crowding close together to increase their natural heat. The quarter-master had not been an hour at the helm, when the weather became clear and serene, and he suddenly cried out, "Land, land!" Universal joy was disseminated, their strength was renewed, and, hoisting the sails, they stood for the shore, which they reached the same day. It proved to be an island where they found plenty of cocoa-nuts, but no fresh water.

Laying in a store of cocoa-nuts, they sailed, and the following day came in sight of Sumatra, where they endeavoured to find a convenient place for landing, which the breaking of the surf rendered dangerous; but four or five of the seamen ventured to swim ashore. After traversing the beach some time, they discovered the mouth of a river, and made signs to those in the boat to come towards them. They did so; but finding a dangerous bar at the entrance, two of the men sat astern, one on each side, with an oar; and the captain being at the helm, they attempted the passage. The first breaker half-filled the boat, but some baled her out with their hats, others with their shoes. The second wave almost overwhelmed them, but, happily, the third broke short of the boat, and they landed in safety.

They found fresh water and beans, and, at some distance, the remains of a fire, which sight delighted them, as it showed the island to be inhabited. As night approached they kindled five or six fires, and posting sentinels in different directions went to sleep. During the night they were disturbed by an attack of the natives, who stole upon them in the dark; but an alarm being given, each man seized a firebrand, and rushing upon the natives, soon put them to flight.

At break of day three of the natives were observed coming down to the beach, and three of the seamen understanding something of the Malay tongue, were sent towards them. With the aid of these interpreters they purchased boiled rice and poultry, for eight crowns, which had been collected among them. The captain then paid five crowns and a half for a

buffalo, which proved so fierce and unmanageable that the men could not catch it.

This proved the cause of another rupture, for four of the men went in search of the buffalo that had been paid for. In their absence, the party were fiercely attacked by the natives, armed with sabres and shields. A vigorous resistance was made, so that they were enabled to regain the launch, with the loss of sixteen men—viz., twelve in the rencounter, and four who had gone in search of the buffalo.

Having succeeded in crossing the dangerous bar in safety, they stood out to sea, to prosecute their voyage. After sailing some time, a storm rendered it necessary for them to take in all the sails which they had spread over the launch for shelter, and allowed her to drift until daybreak. The gale then abating, they discovered three islands, which they reached before night, and found bamboos and palm trees, and, fortunately, a good supply of fresh water.

While the people were engaged in traversing the island in search of food, the captain ascended a high mountain in the hope of making some discovery. The weather was clear and serene, and looking round him in all directions, he saw two great blue hills, and, at the same time, recollected to have formerly heard from William Cornelius Schouten, an experienced navigator, that there were two of that description on the extreme point of Java. It was therefore evident, from the straits of Sunda being between Java and Sumatra, that they were in the direct course. Prostrating himself on the earth, he prayed Heaven still to be their guide, and gratefully acknowledged the mercy they had hitherto experienced; and, transported with joy, hastened down the mountain to communicate the glad tidings to the rest. Impatient to depart, the people were summoned, and they quitted what they called Prince's Island.

About midnight they descried what was taken for a vessel on fire, but, on nearer approach, the light proved to proceed from a small island in the straits of Sunda, called Dwars in de Weg. One of the seamen climbing up the mast, discovered vessels at a distance, of which he counted twenty-three. Their joy at this discovery can only be imagined, and instantly they got out their oars for greater speed.

Frederick Houtman, who commanded these vessels, which were Dutch, had seen them with a telescope from the quarter-deck, and wondering at the singularity of their sails, sent out

a boat to ascertain what they were. They very soon recognised the people in the boat, for they had left the Texel in company, and separated in the Spanish sea.

After mutual congratulations, the captain and Heyn Rol went on board Houtman's ship, which was called the *Virgin of Dordrecht*. He ordered a table to be covered in his cabin for them, provided them with clothes adapted to the climate, and appointed a yacht to carry them to Batavia.

Here they found General John Peter Koen, to whom they related the fatal accident which had destroyed the *New Hoorn*, and the disastrous adventures that followed. He ordered an attendant to bring wine, which having poured into a large gold cup, he drank; and presenting it to Captain Boutekoe, said, "Captain, you are welcome; you may consider that after once losing your life the Almighty has restored it. To-morrow I leave for Bantam, on maritime affairs; but do you remain here, and eat at my table until my return."

In eight days they were ordered to attend the general at Bantam, where they found him on board the *Virgin of Dordrecht*. Calling the captain, he said, "Captain Boutekoe, you may take the command of the ship *Berger Boot*, until further orders." Two days after, he sent for Heyn Rol, and appointed him supercargo of the same vessel, so that both resumed their former employment in the same ship.

LOSS OF THE BARRETT,

WATER-LOGGED ON THE ATLANTIC OCEAN.

THE *Barrett* of three hundred and fifty tons, commanded by Capt. Faragar, and laden with timber for Liverpool, sailed from St. John's, New Brunswick, on December 19, 1820. While proceeding on her voyage, on Tuesday, the 2nd January, in lat. 43 deg. N. long., 34 deg. W., at 8 p.m., it came on to blow a heavy gale from the westward, and the vessel being deep, the sea made a clear breach over her. They were obliged to cut away the topsail-sheets; but every exertion to bring her to or before the wind proved ineffectual, and she continued in the trough of the sea, the water pouring down the companion, so that every moment they expected she would

upset. The two pumps were constantly at work, but without effect, the water still gaining upon them by the cabin. In this state they continued until daylight; when by this time the water had reached the after peak, so that they gave up pumping as being altogether useless. Relieving-tackles were put to the tiller, four men to each tackle, and two to the wheel, to steer her as much as possible before the wind. The sea now burst over the vessel with great force, and carried away all the rails of the poop but a few to which ropes were lashed, and to those they clung to save themselves from being washed overboard; for even the taffrail was wrenched up, and washed away. They kept a reefed foresail, a main-staysail, and trysail on her; but the forsail blew clean out of the boltropes, and such was the weakness of the crew, from the intense cold and their provisions being spoiled by the salt water, that they were unable to clear the wreck. The gale now blew with increased violence; and the sea running mountains high, made a clear passage over the main deck, broke the stern, and through the bends. The deck-timber, consisting of large logs, was washed away, the ringbolts being torn from the decks, and the stanchions broken down. The vessel would have undoubtedly gone to pieces, had she not been kept as easy as possible by steering before the wind. Day after day they lay in this condition, till the captain fell ill and took to his bed; and very few, besides the mate, out of sixteen persons, were able to crawl about. All hands had been put on short allowance; but, the wind lulling, the cook contrived to light a fire, and they made two or three pretty fair meals, and kept their course. It then fell calm with a heavy swell, and the vessel having but little above board to steady her, her main and mizen-masts having gone by the board, lay rolling in the trough of the sea; their fire was put out, and at last the foremast gave way, which they cut clear. At length they were reduced to two ounces of bread and a pint of water a man for twenty-four hours, with now and then a little drop of spirits. Daily was their small allowance diminished; hunger and thirst began to make them quarrelsome and look fiercely at one another. They had only a little water and a few pounds of bread left, when the mate at day-break went on deck, and they heard him shout "Sail, ho!" All hands immediately crawled up—even the captain got out of his cot—making sure that deliverance was at hand. She neared them fast. Faces that had not had a smile on them

for many days now again looked cheerfully—wrangling ceased, and they congratulated each other on the prospect of being snatched from death. They hoisted a signal of distress, and the captain sent for them all down into the cabin, and solemnly returned thanks to the Almighty for his merciful interposition in their behalf.

As the stranger gradually came nigher, eager expectation increased, and when she passed within hail, heard their deplorable story, and promised to render them help, they tried to raise a cheer, but it was more like the moaning of the wind. They were so reduced that they resembled spectres more than men, and could not muster sufficient strength to get the boat out, as their stern-boat had been washed away; so the master of the brig promised he would send them his, and, being short of provisions, what bread and water he could spare. This so roused their energy, that they turned to at the pumps, and by dint of hard labour, lightened her of a great deal of water, till all hands became exhausted, and they were obliged to give in.

Just at this instant the wind chopped round to the westward and the strange sail stood away from them. Some of them thought she was only keeping to windward—others gazed in silence—yet none believed that she would leave them altogether to perish, till they saw her making sail and every hour lessening in the distance. When she was only just seen like a dim speck upon the verge of the horizon, then arose wild cries and lamentations—then did disappointment sink into unutterable despair—the mind gave way under the sudden change—the men flew to the liquor, and got drunk; and whilst some were praying to the Almighty for deliverance, others mingled their expressions of distress with oaths and curses. It was a dreadful scene, as all they could muster which was likely to appease hunger, consisted of part of a bullock's hide, about four pounds of candles, and a gallon of lamp-oil, the pump leather, and the captain's dog, reduced almost to a skeleton, which, being a favourite, he had been unwilling to kill till the last extremity; but it being represented to the captain that they must all perish unless the dog was killed for subsistence, and the animal being bled to death, he directed Mr. Mac Cloud, the mate, to serve out every part fairly and economically, which he did by dividing the blood with a table-spoon, and the liver, heart, and kidneys were divided into sixteen shares, and distributed for that days'

subsistence. About this time, the captain, who had throughout suppressed the expression of his sufferings, lest he should intimidate the men, became deranged—rushed upon deck, bid God bless his wife and children, spoke of the mutiny in the ship, and used other incoherent language. He was prevailed upon to go to his cot, where, after twenty-four hours of insanity and suffering, he expired. The whole of the survivors now became so weak, that only the mate, a robust young man, and three others, could stand. They steered the vessel as well as they could towards the east, the westerly gales still prevailing. As they conjectured they had sailed since the vessel became water-logged about six hundred miles, they were in hopes of seeing the land of Ireland, or they would have given up every exertion for preservation: but in the afternoon it became more calm; and the wind suddenly changing to the eastward, blighted all their hopes. They had seen but one vessel during the whole passage; and a glimpse of hope rushing upon them that some one might fall in their way, they made fast the tiller, and committed themselves to the guidance of Providence. Every eatable was consumed; candles, oil—all were gone; and they passed the long dreary stormy nights of sixteen and seventeen hours in utter darkness, huddled together in the steerage, imploring the Almighty to help them, yet feeling reckless of existence. Such was their condition about the middle of January, and no one but the mate paid the slightest attention to the vessel; indeed had she been laden with any other cargo, nothing would have saved her; but the timber kept her buoyant even after the water had risen to the lower deck.

It was disheartening and melancholy in those dismal and dreadful nights to hear the dashing of the waves as they broke over them—the moaning of the pent-up wind in the hold—the groaning of the vessel as she writhed between the seas, and the howling of the gale as it swept above their heads—all mingling in one terrible threat to send them to the bottom; and yet in the midst of all this, whilst the hand of the Almighty was exhibited in power and in punishment, men were setting all warning at defiance by getting beastly intoxicated. It was truly a melancholy sight to see the poor withering wretches dying by inches; some like moving skeletons, and others with their flesh swelled and bloated as if they had lived on plenty. Silently they all sat clutching their hands and catching their breath, as if each had something

to communicate and dared not give utterance to his thoughts—then there was an indistinct muttering of doing the best to save their lives, till it came to a question of what was best?

At length one of them, bolder than the rest, addressed them:—"Here we are, sixteen of us, perishing for food, and what prospect is there before us? Would not it be better"—and he stopped while his companions held their breath, shuddering at what was to come next. "D—all ceremony; one must die that the rest may live." Agreed as to the necessity, they could not decide as to the mode of choosing the victim, till eager for the performance of their intentions, and determined to put the matter beyond doubt, it was agreed that the mate should prepare sixteen pieces of cord, fourteen of equal length, one a little shorter, and another shorter still; whoever drew the first lot was to be clear, the second was death, and the third the man who was to do the deed. The cords were to be shoved through a crack in the bulk-head from the steward's store-room, and each man was to draw his yarn.

The awful moment approached that was to decide the fate of one of them, and then there was a reluctance to draw, each fearful of taking the cord that was to prove his death-warrant, till the mate addressed them:—"My lads, let us wait till to-morrow, before we proceed further; we have endured thus far, and a few hours longer cannot make much difference: who knows what Providence may have in store for us." This proposition was at length assented to, although many were eager for an immediate decision.

Darkness came on; they had caught no fish, nor seen any prospect of help, so that another daylight would be the last that was to dawn upon a shipmate who was then unknown, though each might fancy it would be himself. It was a dreadful night—a night of tears and lamentations; and ere another sun had risen, two of them had met the fate they so much dreaded the night before.

Hardly could a question be asked as to their future proceedings to obtain sustenance for their famished bodies, when some of the men were observed coming forward with lumps of flesh half-roasted and half raw, which they tore with their teeth like dogs; and quarrelled and fought to get near the grate; and though their very souls loathed the disgusting banquet, the gnawings of hunger overpowered all other sen-

sations, and each chewed the revolting remains, though they did not swallow it.

The fearful consequences of their subsisting on such unnatural food were too soon apparent, their limbs swelled and broke out into dreadful wounds, their eyes glared with unusual ferocity, and during the following night death mercifully released two more of them from their sufferings, leaving twelve miserable beings on the wreck of this unfortunate vessel.

The gale now increased heavier and heavier, the sea rolled over them, washing away the boat and sweeping everything from the deck. Death seemed certain; the vessel, though sound, could not resist the constant buffeting of the waves, and began to break up. They had no canvas abroad, for it was all blown to shreds; and no one kept the deck, so that she lay on the waters like a huge coffin freighted with living skeletons.—Sometimes one or another would drag up their tortured limbs just to look round, but despair began to prevail. The hold was filled with water up to the beams, and the timber with which she was laden becoming heavier by constant immersion, they were soon up to their knees in the steerage. The yarns with which the fate of one of them was to have been decided still remained in the crack of the bulk-head, and often would their eyes wander to them as a sort of fixed point. There were the dead bodies, but they thought of the malady by which they died, and they were left untouched.

Hour after hour succeeded in pain and grief, with tribulation and bemoaning, as memory pictured past enjoyments, which they valued not at the time; and then there were agonising cries for mercy, till their throats were swelled and parched, while before their eyes were the blackening corpses with which they were compelled to hold companionship, from very inability to remove them.

It was in the afternoon of the succeeding day, when they were huddled together, each one expecting the next minute to be his last, that the man who had been left upon deck came down: there was a wildness in his eye, and he seemed gasping for breath, that they thought he was mad. He held a spy-glass in his hand, and stood holding on by the table and trembling till at last he burst out crying like a child. "What is it? Speak, speak!" cried the mate. "A sail!" replied the man. Each hurried upon deck as well as he could, and then the stranger was plainly seen, standing apparently towards

them. They knew he could not help seeing them, and yet it was not unlikely he might take their vessel for a deserted wreck, and so not come to their rescue. Dreadful were the horrors of that suspense, for the wind was light, and in a few hours more it would be dark. They tried to shout, but their hollow voices died away sullenly on the waters; they had no ensign, or signal-haliards to hoist anything by, and they were afraid the stranger would not see them on the deck. In this emergency the second-mate emptied a powder-flask on the windlass, and then firing a pistol into it, it exploded, making a thick smoke which curled high over their heads.

In a few minutes they observed the stranger hoisting her ensign. It is impossible to describe their joy at this welcome sight; not a soul spoke, but every man dropped on his knees, and the great Searcher of hearts heard the silent prayer of gratitude. The ship altered her course, but before she could get near enough to hold a communication, the daylight was rapidly declining; it fell calm, and in a short time it was dark. There was a sudden change from joy to torturing anxiety; but before another hour had elapsed a boat was alongside. The miserable sufferers were obliged to be lifted in, one by one, and the sea was so rough that the boat had to make several trips to rescue all the survivors.

The wreck was of course abandoned, being then in lat. 45 deg. N., long. 28 deg. W., a very great distance from any land. It was providential that the wind changed to the eastward, which threw this vessel in their way, as she would otherwise have passed them during the night. She proved to be the *Ann*, of New York, Captain Crocker, bound to Liverpool, at which port she arrived on Friday, February 23rd, 1821, a week after taking the sufferers from the wreck; who, during the time, with the exception of one or two, were unable to rise from their hammocks. They were all of them so very weak and emaciated, having their limbs also broken out in ulcers, owing to the continued action of the salt water, that they were unable for some weeks, although treated with the greatest attention, to pursue their perilous vocation. The captain left a wife and five children in Liverpool to deplore their melancholy bereavement.

DREADFUL SUFFERINGS OF
CAPTAIN WOODARD
AND COMPANIONS,
IN THE MALAY ARCHIPELAGO.

In the year 1791 Captain Woodard sailed from Boston, in America, in the ship *Robert Morris*, commanded by Captain Hay, belonging to Mr. Russel, of Boston, and bound for the East Indies. Upon his arrival in India, he was employed in different country ships, till the 20th of January, 1793, when he sailed from Batavia as chief mate, in the American ship *Enterprise*, commanded by Captain Hubbard, and bound for Manilla.

In passing through the straits of Nacassar the wind was northerly, with a current to the south, and both of them being adverse the ship was obliged to beat up for six weeks, during which time she fell short of provisions; but perceiving a vessel at the distance of about four leagues, Captain Hubbard directed Mr. Woodard to take the boat and go on board and purchase some. This was on the 1st of March, at about half-past twelve, they being then in about nine degrees south latitude. There were in the boat, besides Mr. Woodard, five seamen, two of whom were Americans, two English, and one Scotchman; their names were William Gideon, John Cole (a lad), Archibald Millar, Robert Gilbert, and George Williams. They had on board the boat neither water, provisions, nor compass, having only an axe, a boat-hook, two pocket-knives, a useless gun, and forty dollars in money. They reached the ship about sunset, a strong squall then blowing from the land, accompanied by heavy rains, which hindered them from seeing their own ship. Mr. Woodard immediately applied to the captain of the ship for a supply of provisions, but was told that he had barely sufficient to last him the remainder of his voyage to China; but as it was by this time quite dark, the captain invited them to stay on board, to which Mr. Woodard the more readily consented as there was not much chance of finding their own vessel in the dark.

During the night it rained very hard, with a full, fresh breeze from the southward. In the morning they were in the

same place, the land bearing the same as on the preceding evening ; but of the *Enterprise*, the ship Mr. Woodard had left, there was not a vestige to be seen, even from the mast-head, and the wind then blowing fair for her to go through the straits of Macassar.

As the ship they were on board of was bound for China, and was then making the best of her way thither, Mr. Woodard thought the most prudent course he could adopt would be to leave the ship without any further delay, and proceed in search of their own. For this purpose he called the sailors and had the boat hauled up, which was then laying astern ; and having got all their things into her, he asked the captain for twelve musket-cartridges, which was given to him ; the captain also ordered them a round bottle of brandy, but neither water nor provisions of any sort. Upon leaving the ship they continued their course to the south, in the hope of getting sight of their own vessel again ; and after rowing and sailing till twelve o'clock at night, they landed on an island to get fresh water, and made a large fire so that their ship might see it. In the morning they went to the highest part of the island, but could see nothing of the vessel ; and not having found any water or provisions, they left the island and continued their course down the middle of the straits for six days longer, without going on shore or tasting either food or drink, except the bottle of brandy. A heavy squall coming on from the south-west, obliged them to keep the boat before the wind ; and when the storm abated, they had the Celebes shore clearly in sight. They all agreed to go on shore in search of provisions, and then to proceed to Macassar, which they judged to be about three degrees to the southward. After rowing all day and nearly all night, they came near the shore, but not thinking it prudent to land at night, they waited until morning, when, observing two proas close under the land, they steered towards them with great joy ; but as they drew near, they found the people on board putting themselves into a posture of defence, lashing their proas together, and getting large bundels of bamboo spears upon deck. Overcome with hunger and fatigue, they were still not discouraged, but coming up alongside, Mr. Woodard told them he wanted to buy provisions. To this request, which was made intelligible by signs, they replied that they would grant some, and asked where their ship was ? and was answered that she was a little distance at sea ; when the Malays, perceiving that they had no arms in

the boat, put on their cresses or steel daggers, about two feet long and a little waved towards the point.

Mr. Woodard still continued to solicit them for provisions, either Indian corn or cocoa-nuts which they refused. Three of the men jumped on board the first proa, to beg some Indian corn, and got three or four small ears: at the same time Mr. Woodard offered a dollar for two cocoa-nuts; but after having received the dollar, the chief refused the cocoa-nuts, and jumping with another man into the boat, pulled up Mr. Woodard's shirt to feel for money, holding his drawn dagger over him; when Mr. Woodard, finding himself in so much danger, took up his small axe to defend himself, and ordered the man in the bow to cast off the boat: the two Malays observing this, made towards their own proa. Before she was clear, the chief reached a pistol from the stern of his own proa to shoot at them; but the boat being just then in the act of casting off, he was obliged to leap into his own proa, when he took up a musket and presented it at them, but fortunately it missed fire. As every moment now increased their distance, the boat got some way off before the chief could fire, which he did without execution.

They now directed their course towards the shore, where Mr. Woodard landed with one man, leaving the others in the boat. Soon after, both the proas came to an anchor, and sent on shore six hands, completely armed, in canoes. Mr. Woodard immediately ran to the boat and shoved her off when the Malays cried out that they had some Indian corn for them; but the intention of the Malays being evidently to detain them to take possession of the boat and massacre the crew, they stood off, went about four miles to the northward, round a point of land, and landed out of sight of the proas, where there were a great number of cocoa-nut trees. Mr. Woodard went on shore with three hands; but not been able in their weak state to climb the trees, he was obliged to have recourse to his axe, with which they cut down three trees for a sea stock. Being now quite tired, Archibald Millar said that he would go down and take care of the boat, and let one of the men in it, who could handle the axe, come to his assistance. Both of them joined the party on shore, while Millar stayed in the boat. They had scarcely cut down the fourth tree, when they heard Millar scream in a strange and agonising manner. Upon their arrival at the beach, they saw their boat off at some distance, full of Malays; but seeing nothing

of Millar, they ran to the water's edge, and supposing him to be in the boat, called to him. As they could get no answer, they supposed that the Malays had carried him off with all their little stores in the boat, which was their only means of escape. What was their horror, on turning round, to see the poor fellow close at their feet, lying on his back at the edge of the water, with his throat cut; one cut on his right side between the ribs, and another on his right leg.

Mr. Woodard and his four men now fled into the woods, where they concealed themselves among the dry leaves the greater part of the day. They now found themselves doubly beset; the day-time was not safe to walk about, as they heard people on all sides, and at night they were in danger of wild beasts, of losing their way, and were destitute of the means of furnishing themselves with subsistence. They, however, agreed to travel by night, and accordingly set out about eight o'clock, taking a star for their guide, bearing south. They soon lost sight of the star, and at daylight, when they imagined that they had walked about fifteen miles, they found themselves within a few roods of the place whence they had set out the preceding night, which was owing to their having gone round the mountain instead of over it. On the following night they again set out for Macassar, but not trusting to a star, they kept by the sea-side, and continued so for six successive nights, retiring each day into the woods for shelter.

On the sixth day from the loss of the boat, and the thirteenth from their leaving the ship, the men were become very faint, hungry, and weary, having had no provisions since they left the ship, and only now and then a little water from the hollows of trees, and a few berries when they could find any. Their feet were also very sore, being without shoes, and their bodies severely torn by briars and brambles.

In the morning they came to a mountain by the side of a deep bay, where they remained all day. At noon they perceived many of the Malay inhabitants fishing in the bay at a little distance. Soon afterwards, Mr. Woodard, taking a walk along the banks, found a yellowish-looking berry, about the size of a currant, hanging in little bunches, and finding them very palatable, he carried his hat full to his unfortunate companions, who did not like them; but three of the men began eating the leaves of bushes. In the evening they were attacked with violent vomitings and pains in their bowels,

and all night were crying out through torture. In the morning they appeared more like corpses than men; but Mr. Woodard did not dare pity them for fear of depressing their spirits. He then went in search of water for them, and soon found about a pint in the hollow of a tree, which he gave them to suck through a reed, giving each three mouthful, until the whole was consumed. Being now convinced that they were unable to proceed any further, Mr. Woodard asked if they were willing to surrender themselves to the natives; to which they all with one voice consented, excepting the American lad John Cole, who, on his knees, entreated them to stay in the woods, saying he would rather die there of hunger than be massacred by the inhuman Malays. In order to preserve authority and create some degree of confidence, Mr. Woodard roughly called him a fool, and directed him to follow; which he did, though very reluctantly. They now thought it most prudent to hide their weapons in the ground, viz. their boat-hook, the axe, two pocket-knives, and a dollar, which they hid by the side of a large tree; and then proceeded to the bay, where they had seen the Malays in the morning, to meet their fate or to find friends. However, on their arrival at the beach, they did not see any one; for the tide being up, the natives had all gone away. They immediately walked on until they came to a path, when, ascending a few steps on the banks, they perceived three girls fishing in a brook, who, on seeing them, ran away up the path. They followed them for some distance, and then sat down on the trunk of a large tree to await the event of their departure. In about a quarter of an hour, they observed three men coming towards them by the same path which the girls had gone, when Mr. Woodard, immediately rose to meet them, desiring the men to sit still. He proceeded towards them alone, until he had approached them within a short distance, when they stopped and drew out their cresses or knives. He still advanced without hesitation till within about two yards of them, when, falling on his face, he earnestly begged for mercy. For some minutes they looked stedfastly at him, with their knives drawn, when one of them, putting up his cresse, came towards him, and kneeling in the same manner, offered Mr. Woodard both his hands, which he acknowledged by doing the same. By this time about twenty of the natives assembled and commenced stripping him; they took off his hat and handkerchief, and, thinking them to be money,

cut the buttons off his jacket. His four companions had by this time come up, and they were treated in the same manner.

They were now completely at the mercy of the natives whom they entreated, as well as they could do by signs, for something to eat, on which they immediately supplied them with five green cocoa-nuts; and then taking them to a town called Travalla, carried them to the court-house or judgment-hall. They were placed near the judgment-seat, accompanied by a vast concourse of people, including women and children, who made a circle at some distance from them, having never before seen a white man in that place. Here they waited for the chief or rajah of the place, who made his appearance in about half an hour. He was about six feet high, tall, straight, and well made. On his entrance he looked as wild as a mad-man, flourishing in his hand a large cresse, the blade of which was two feet and a half long, and very bright. His only apparel was a small pair of short breeches, a girdle round his waist, and a red handkerchief on his head. On coming within the circle of men and women he made a stop, when Mr. Woodward immediately rose and went to meet him. The chief fixed his eyes steadfastly upon him, and though the other begged for his life, he neither spoke a word nor altered his position, Mr. Woodward then approached so near, that he took the chief's foot and placed it on his head as a token of submission. The chief then went to his judgment-seat, when, assembling his officers round him, they held some consultation; after which he rose from his seat to go to his own house, which was at no great distance, and soon returned with five pieces of betel nut, which the natives chew instead of tobacco. He presented each of them with a piece, as a token of friendship, and then ordered them some cocoa-nuts.

By this time the day was nearly spent, and their minds a little more at ease, after the dangers and alarms they had gone through. They now retired to rest, and they slept quietly till about eight o'clock; when they were conveyed to a room in the rajah's house, where a supper of sago-bread and peas was provided for them, but the quantity so small, that one man might have eaten the whole of it. They, however, shared it amongst them, and then again lay down to sleep.

After being examined a second time by a number of strange Malays, who, having been out of the town, had not seen them before, they were again awakened at daylight by a large concourse of women and children, who filled the house till near

noon. All this time they had no victuals; they therefore asked the chief, who sent them some cocoa-nuts and Indian corn—the allowance for each man being a cocoa-nut and an ear of Indian corn at noon, and the same at supper. They lived in this manner for about twenty days, but were not allowed to go out of the house except to bathe.

Upon being informed that they were English, an old man, one day brought them a Mahomedan priest, whose name was Tuah Hadjee. He could speak a few words of English, some Portuguese, and some words of the Moorish language. He had been at Bengal and Bombay on his way to Mecca, and had with him a certificate from Henry or John Herbert, the governor of Balambangan, in the island of Borneo, dated 1771, to certify that he was a trusty good man, and was empowered by the governor to assist all distressed Englishmen, and convey them to an English port.

Tuan Hadjee asked whence they came; to which Mr. Woodard answered, from Bengal, and last from Batavia. The priest immediately asked the rajah what he should give for them; but the rajah replied that he would not part with them.—Tuan Hadjee then offered one hundred dollars in gold-dust, but was refused; on which he left them, and said that he would go to the head rajah about them.

They were now kept close prisoners, and constantly guarded by two persons, in which situation they were detained for about a month, when provisions growing scarce, they were taken into the woods by two at a time to make sago-bread; and after working all day without anything to eat, the Malays would scarcely give them enough for supper.

After a few months they were permitted to walk about the town, or wherever they pleased; but a good watch was kept over them during the night. One day, as they were upon the sea-shore, having been about four months at Travalla, they discovered their own boat without sails, but full of Malays, who came on shore. Mr. Woodard asked them where they were going; they told him "To the king or head rajah;" but the Malays were very cautious not to allow them to approach the boat, but ordered them off into the town; and in the course of the evening the boat disappeared.

Finding it was the intention of the Malays to keep them unless they should receive a large sum for their ransom, Mr. Woodard most earnestly inquired where the old priest was to be found, who had visited them on their first arrival; and

after some entreaty, ascertained that he lived in the town of Dungally, about eight miles distant. In the course of eight months from their arrival, there came a proa from Dungally to Travalla, to purchase cocoa-nuts of the captain, of which Mr. Woodard made particular inquiries concerning the old man.—About the same time the head rajah, who lived at Parlow, at the bottom of a bay of that name, sent for them, and they were accordingly conveyed thither. Two of them, who were sick, were carried round in a proa, while Mr. Woodard and the other who travelled by land, attended by the rajah of Travalla, and guarded by five men on horseback and one on foot. They set off in the morning, and at night arrived at their journey's end, where they were supplied with a warm supper of a little rice and greens.

On the third day they were conducted to the head rajah, who, after looking at them for some time, sent for a musket for each of them, and asked if they understood the use of them; and not knowing the object of the inquiry, Mr. Woodard replied in the affirmative. They were lodged in a large house open all round, which was very warm in the day, but the nights were so cold from the damp fogs, owing to the low situation of the town, that Mr. Woodard caught a violent cold, which turned to fever and ague; but was still kept in the cold house without clothes.

In the course of a few days, the head rajah, Tommy Ganjoo, provided a house for Mr. Woodard and his companions, who were conducted to it. Mr. Woodard being sick, was obliged to be carried, and was accompanied by a large concourse of young females, who kindled a fire and boiled some rice for him. Soon after his removal the fever began to abate, and in a few days the head rajah sent to a Dutch port called Priggia, which is at the head of an extensive deep bay at the east side of the island, under the care of the commandant; who in a few days arrived at Parlow, and sent for Mr. Woodard, and asked him to go to Priggia, where he resided. Mr. Woodard found him to be a Frenchman, who had been thirty years in the Dutch service, and refused his request, as he was apprehensive they would force him into the Dutch service; but the Frenchman did not offer a penny, assistance, or clothes, to Mr. Woodard or his people.

Finding that it was not their intention to send them away, Mr. Woodard went to the head rajah, and asked his permission to go to Travalla, as a proa was then lying there

destined for that place, urging his wish to bathe a few days in salt water. To this the rajah consented, but enjoined the captain of the proa not to let Mr. Woodard get a sight of Dungally on his way, as he had heard that the priest had been inquiring for the captives. It fortunately happened that, as they passed Dungally in the middle of the night, they were becalmed, which enabled Mr. Woodard to get a full sight of the town, and carefully observe the situation of it. In the course of the following day they arrived at Travalla, where his whole ideas were bent upon running away to Dungally. By constantly begging for Indian corn, which he carefully concealed under his pillow, and soon after changing his diet, he lived upon the corn he had thus acquired, which considerably improved his strength. He also provided himself with a bamboo spear, and although he was guarded by three men and two women who kept in the house with him, he arose about twelve o'clock one night, and finding his guards asleep, took his spear, and leaving the house, directed his course to the sea-shore, where, finding a canoe on the beach, he immediately launched it and set off. After reaching about a quarter of a mile from the shore, the canoe became so leaky, that it was nearly half filled with water.—Alarmed at this accident, for he could not swim, and finding it impossible to reach to any distance in her, he rowed back, when, just as he made the shore, the canoe filled, and sunk in five feet water.

He returned immediately to the town, where, finding every thing quiet, and that he had not been missed, he directed his course for Dungally by land; and after traversing through woods and over mountains, and passing by two villages, he reached Dungally as the day dawned. He proceeded towards the middle of the town, and not seeing any person stirring, seated himself on a log of wood. In the course of half an hour, he observed a man come out of the public building which was near him, who proved to be the servant of the old priest, of whom he was in search. The man ran back, crying out "Put a Satan! Put a Satan!" meaning a white devil; but one of the men who had seen Mr. Woodard at Travalla, came running out, and taking him by the hand, called him steersman or mate, and conducted him to his friend Tuan Hadjee, who was greatly rejoiced at meeting with him. The old priest behaved very kindly to him, gave him plenty to eat, and bought him some linen for a shirt, jacket, and a pair of trousers, which he made himself, and wore the best clothes he got there.

In the course of three days, the chief of Travalla, havnig learned that he had gone to Dungally, sent after him; but the old priest and the rajah of Dungally refused to let him go, nor was he willing to return.

The priest and the rajah now informed Mr. Woodard that, in the course of three months, they would convey him to Batavia or Macassar, desiring him at the same time to send for the four men he had left at Parlow. The old priest supplied him with a slip of paper, and with a pen made of bamboo; he wrote a letter to the men, and sent it by the captain of a proa bound thither, with orders to give it to them secretly. This commission he faithfully executed, and, in about five days, to their extreme joy, all the men arrived at Dungally.

After staying for some time at Dungally, during which some skirmishes took place between the inhabitants and a party sent from Parlow, and their friend Tuan Hadjee being called away to a distant part, Mr. Woodard determined to steal a canoe, and to endeavour to make their way to Macassar, which was about four degrees to the southward; and for this purpose went to work in the woods to make paddles, at the same time begging Indian corn to lay in a stock of provisions to carry with them. The old priest being on the point of starting on his journey at midnight, they followed him to the gate without telling him of their intentions, but when the man who kept the gate asked where they were going, said that they were accompanying the old priest to Sawyah, to make sago, when they were permitted to pass, and the gate was immediately shut.

By the time they gained the beach, he had just gone on board the proa, when, observing a large canoe at hand, and having the paddles which they had made lying in the woods, they immediately launched the canoe and put to sea, accompanying the proa for a short distance; but daylight coming on obliged them to make the opposite shore to prevent being discovered.

They set off again at sun-set, and had resolved to put up a sail made of a mat; but one of them stepping on the edge of the canoe to hoist up the mast, turned the boat keel upwards, and they all fell into the water. They however managed to tow her to shore, where they baled her out, and having dried their clothes and warmed themselves by a fire which they rekindled, they again set off and rowed and paddled all night.

In the morning they discovered a proa close to them, which immediately took possession of them. Mr. Woodard informed the Malays that they were bound with the old man to Sawyah; upon which they carried the captives to him instead of to Dungally, which was a lucky escape for that time. He informed Tuan Hadjee, whom they met at Sawyah, that their intention was not to run away, but to follow him, and they continued with him there a considerable time.

Finding after some time that there appeared to be no likelihood of being able to get to Macassar, they came to the resolution to steal a canoe, and attempt to go there. They accordingly made five paddles, and after saving the rice which had been given them as a reward for beating it, till they had collected five or six quarts, they formed the project of stealing the rajah's canoe, which was a very good one; but he, perhaps, suspecting their design, ordered it to be drawn up nearer to his own house, at some distance from the sea.

Fortunately, however, a pirate's proa came that day into the river, up to Tombooa, and she had a very fine canoe. Mr. Woodard went immediately to borrow it to go fishing with, and having caught several fish, which he shared with them, he asked for the canoe to fish again at night, but they refused, intimating that they might use it in the day-time, but not at night. However, in the dead of the night, when everyone had retired to sleep, Mr. Woodard came out of the house and directed his course to the proa, where the canoe lay, having left orders with the men that, if he succeeded in seizing it, they were to come round to the beach, which was not far off. He succeeded in the attempt, and was joined by the four men, who brought with them their small stock of effects.

They directed their course to a small island about three leagues distant, where they landed at daybreak; but not being able to procure any water there, they removed to a point of land where they knew there were no inhabitants. Having obtained a little water, and repaired the canoe, they directed their course southwards towards Macassar.

After being three days at sea, there came on a strong wind from the southward, by which they were nearly lost; and, unfortunately, just as they were going to land, they discovered a proa at no great distance, rowing towards them with all their might. They immediately tacked, and stood off, but the proa soon got up her sails, and coming close alongside, asked them whither they were bound. Mr. Woodard answered that

they were bound to Macassar ; when the Malays in the proa said that they must come back, and ordered them on board.

Mr. Woodard perceiving that she was weakly manned, having only five, their own complement of hands on board, they were determined not to be taken ; all hands therefore turned to, and rowed directly to windward. The proa at first attempted to follow them, but soon changed their intentions, got up their sails again, and ran in shore.

The wind still blowing very strong, they resolved to go on shore at a distance from the proa, and being desirous also of avoiding any inhabitants, and after a good look-out not perceiving any, they went on shore at a place called Tranamare, about ten or twelve leagues to the south of Travalla. On going ashore one of the men unfortunately broke his paddle, and on getting a stick to mend it, was seized by two Malays, who brought him to the canoe. Mr. Woodard, to his great surprise recognised one of them to be the captain of the proa that had taken him from Parlow to Travalla.

They left that place in the evening, and a storm coming on, passed the proa that had chased them in the morning, and rowed all night along shore. After several days' voyaging, endeavouring to find their way to Macassar, and getting near to several proas, with whom they avoided too close a contact, just as the sun was setting one evening, they perceived a proa full of men set off from the shore ; she rowed very fast and soon came alongside, and they were once more taken prisoners by the Malays, four or five of whom jumped into the canoe, by which she was nearly upset, and told them that they must immediately go to the rajah, who had sent the proa after them.

Overpowered by numbers, they were obliged reluctantly to submit ; they were taken to the town of Pamboon, where they were stripped and then conducted to the rajah, by whom they were questioned as to where they came and whence they were going, and also whether they understood a musket ; and, showing Mr. Woodard a hundred of them, wanted him to stay and take charge of them. Grown almost desperate by their long continuance of misfortunes, and reckless of danger, Mr. Woodard answered him boldly, that they were bound to Macassar, that they did not understand a musket, which was only known to a soldier, and that he would not remain there.

The next morning he again waited upon the rajah, and, as he could now speak the Malay tongue well, he begged the

rajah to send them to Macassar, assuring him that the governor had sent for them, and that if they were detained, all the rajah's proas would be stopped at Macassar. After some consideration, he gave orders for the captain of a proa to take them, and if possible to get something for them; but if not, he might leave without.

After waiting some days till the proa was ready, they left Pamboon, which is about ninety or a hundred miles from Macassar, and belonging to a tribe called Tramany. In the course of three days they arrived at a small island called Sam Bottom, within about nine leagues of Macassar, where they were left two days on board the proa, not being allowed to go on shore. Mr. Woodard desired George Williams to go on shore, and if they refused him, to swim or steal a canoe, and to inform the rajah that Mr. Woodard was on board the proa and very ill. Upon receiving this information, the rajah sent his son on board the proa with a note to the captain, by whom the prisoners were instantly released. The rajah, on their going ashore, ordered them some food, and a proa to be got ready that afternoon, to convey them to Macassar.

They set off just before night, but did not reach Macassar until the following. They landed on the 15th of June, 1795, after a voyage of nineteen days from Tombooa, and after having been in captivity two years and five months.

Through the benevolent exertions of the governor of Macassar, whose name was William Pitt Jacobson, a native of Amsterdam, and a man of respectable family, these unfortunate men experienced every attention and relief. The linguist was ordered to take Mr. Woodard to his own house, and supply him with everything he wanted; and his four companions were lodged with the company's sailors, to have as much as they required. Mr. Woodard was thoroughly fitted out with new clothes, supplied with money, and had the promise of provisions for his homeward voyage; and when, on the day approaching, and they were about to embark, he waited on the governor in the new clothes he had given him, to thank him for his great kindness, and to receive a bill of their expenses, the governor kindly informed him that there was no bill, that all they had received was freely given them, and wished to know if they wanted anything more.

On parting, the governor gave him eighteen rupees in cash, and also letters to the general of Batavia, stating the situation in which they arrived at Macassar: from the linguist he

received a present of eight rupees, and several other presents from the inhabitants.

Mr. Woodard and his men left Macassar on July 1, 1795, and arrived at Batavia on the 11th of the same month. On landing, Mr. Woodard directly engaged his men a passage on board the *Betsey*, commanded by Captain Millar, an American ship, bound for Boston.

While at Batavia, he discovered an old acquaintance in Captain Sands, who commanded the *American*, an American ship, then lying there and bound to Bengal. After discharging all their expenses at Batavia, both for himself and his men, he embarked with Captain Sands, on the 20th of July, 1795, and after touching at two or three ports, arrived at Calcutta on the 20th of September.

Through Captain Sands, his story soon became circulated at Calcutta, where he had many friends, as he was well known to Captain Blythe and other gentlemen belonging to that place; and the ship having discharged her cargo, he soon got the command of a country ship then in dock under repair.

Captain Woodard was daily employed in superintending her repairs, when an American ship arrived at Bengal, which, to his great surprise and joy, was commanded by his old friend Captain Hubbard, the very captain with whom he had sailed about three years before in the *Enterprise*, when they missed their vessel, in the boat in the straits of Macassar. The meeting was quite unexpected to them both. Captain Hubbard had changed his ship, though in the same employ, for a vessel called the *America*, in which Captain Woodard had formerly sailed as an officer, to different parts of India. Captain Hubbard told him that after having waited for them three days in vain, he had given up the boat for lost. He had perceived the fire, but had supposed it to be made by the Malays.

Captain Hubbard pressed him to go to the Mauritius, and promised that, on their arrival there, he should succeed him in the command of his ship. His circumstances being very low, and the ship of which he had the care not being likely to come out of dock for nearly three months, he accepted the offer.

They sailed together in the *America*, on the 1st of January, 1796, and arrived at their destined port, where they discharged

the cargo in forty-two days, and Mr. Woodard was very soon after appointed captain of the *America*.

LOSS OF THE PORPOISE AND CATO, OFF THE COAST OF AUSTRALIA.

About the middle of July, 1802, H.M. ship the *Investigator*, commanded by Lieutenant Robert Fowler, sailed for Sidney Cove, and stood along the coast to the northward, for the purpose of entering the gulf of Carpentaria. Having, with great trouble and perseverance, penetrated the long extended reefs, which, in a manner, form a barrier from the ocean to the coast of New South Wales, lining it from the tropic to its southern extreme, they got into the Pacific Ocean, and experienced no other difficulties till they reached Murray's Isles, where they again encountered the reefs; but through a passage, which proved perfectly safe, they happily made the Prince of Wales Island.

In the early part of November, they entered the Gulf of Carpentaria, on its eastern side, and were much surprised to find their vessel leaky, even in fine weather; but as they had been for three months exposed to a tropical sun it was considered as merely the consequence of the pitch having run from the seams of the upper works. On coming to a convenient anchorage, they determined to remedy the supposed defects by caulking; but on inspection, they found, to their great astonishment, that the vessel was so rotten that the master and carpenter pronounced her incapable of sailing more than six or eight months longer, and that too only in fine weather.

Upon their arrival at Port Jackson, a minute survey was held on the vessel, when, after a careful examination, she was declared to be rotten past repair, and the crew were turned over to the *Porpoise*, in order to proceed home, to their no small disappointment and mortification, as their voyage had been scarcely half completed.

The *Porpoise* had been formerly a Spanish packet, and had

been purchased from the captors by the Government, and converted into a store-ship, for the use of New South Wales. Having been from England three years, she also wanted repair; and as the Buffalo was then on the station, his Excellency Governor King appropriated the Porpoise to the conveyance of the crew of the Investigator, and the command of her was given to the same Captain, Lieutenant Robert Fowler. There was then in Sydney Cove two ships belonging to London—the Cato, commanded by Captain John Park, and the Bridgewater, commanded by Captain Edwin Hanker Palmer, who were preparing to prosecute the voyage to Bombay, after having landed their Government cargoes.

On the 10th of August, 1803, the Porpoise sailed from Port Jackson, in company with these two vessels. Nothing of particular consequence occurred till the afternoon of the 17th, when the Cato observed a dry bank to leeward, and immediately communicated the unwelcome intelligence to the Porpoise, by signal. The Porpoise stood towards it for a short time, and then resumed her former course. Being fairly within the influence of the trade-wind, they were enjoying it strong and steady, and making rapid progress to the northward, when at about ten o'clock the same evening breakers were discovered on the lee-bow, from the fore-castle and the cry of "Breakers!" was instantly given to the quarter-deck.

The officer of the watch had immediate recourse to the proper steps for putting the ship round; and while they were carrying this manœuvre into execution, a swivel was about to be fired, to surprise their consorts of the impending danger, this being the signal they had agreed on for discovering any peril at night; but the vessel being then in the wind, and the swivel upon the gunwale to windward, every particle of priming was unfortunately blown off the instant the apron was removed, for the purpose of applying the match, so that their attempt to warn their companions of the danger which threatened them was completely frustrated.

Their situations now became awfully alarming. Foiled in their endeavours to stay the ship, and unable to communicate by signal the intelligence of their danger, they had the distressing misfortune of not only seeing the Porpoise in broken water, but their two companions fast hurrying to certain, if not instant, destruction. The night was dark and cloudy, and the wind being rather high, was driving the Porpoise along

under double-reefed topsails and foresails. Having been amongst these reefs the preceding year, the crew were perfectly aware of the dangerous nature of them, and had not the most distant hope of being saved. Fortunately, however, for themselves, they were mistaken; for instead of those narrow ridges, with deep water on each side, and the overwhelming tides they had recently met with among reefs, they here found an extended surface, so insulated, that the current was inconsiderable. At this alarming juncture, they did not shrink from their fate, or, in a fit of despondency cease one second from using every effort, not only to prevent themselves but their consort from getting on the reef. Disappointed equally in their hopes of their own ship staying, and of being able to give timely notice of their situation by the swivel, one of the head-sails was ordered to be hoisted, and the helm put a-weather, for the purpose of trying to wear; while, at the same time, the leaves of a book, torn out, and lighted, were exposed from the weather main-chains in different places, accompanied by loud shouting.

This gave the alarm to the other two vessels, who were by this time close up with the Porpoise, and indicated the danger to them, from which they both prepared to extricate themselves with surprising promptitude and presence of mind. The Bridgewater hauled to the wind on the larboard tack, and escaped, after having almost rubbed the Cato, and actually tailed the breakers. The Cato, however, was not so fortunate, being now involved in the same ruin with the Porpoise.

While the crew of the Porpoise were witnessing the fortunate escape of the Bridgewater, and the inevitable destruction of the Cato, the head of their vessel had passed round till her broadside was brought on a parallel with the brink of the reef, and, in the midst of a dead silence, she struck.

The first shock was gentle, but the succeeding surge produced a most dreadful crash, and threw the vessel on her beam-ends; the foremast suddenly snapped at its head, while at the same instant the sea was making a complete breach over them. They were now no longer in a state of dreadful suspense, nor filled with anxiety from the apprehension that the ship, after striking again on the edge of the coral, might rebound, and go directly to the bottom with them; but, trusting that she would be able to hold together till the morning, they made certain of being then taken up by the Bridgewater, whose security materially contributed to keep up the spirits of both

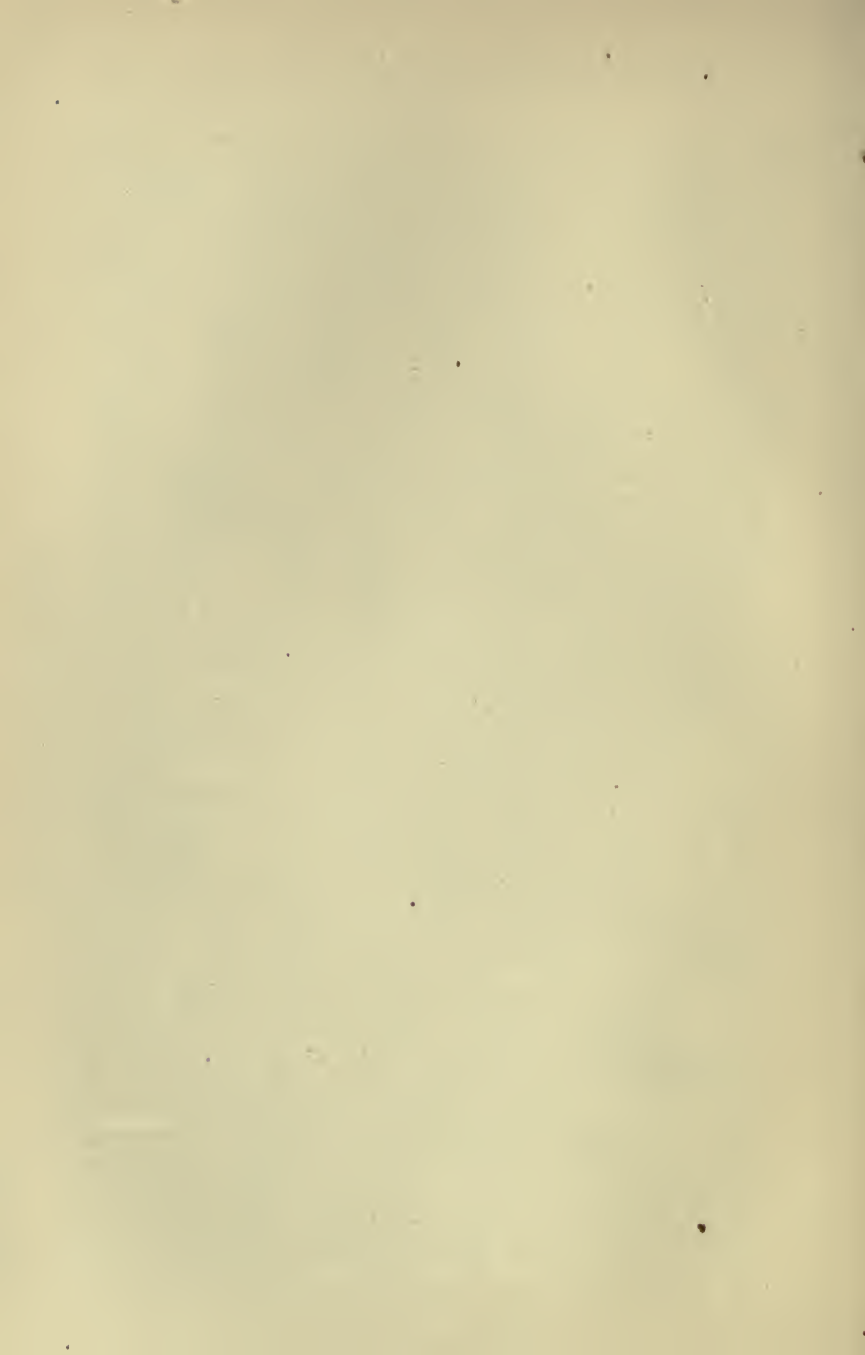
the crews of the Porpoise and Cato. With the exception of only two men, the crew of the former displayed uncommon fortitude and resignation, and, when matters were at the very worst, the boatswain was remarkable for his vigour and activity of mind. The conduct of the officers and crew of the Cato, at this critical juncture, was equally prudent and deliberate, for it was entirely owing to their cool and manly exertions that they did not get foul of the Bridgewater, and involve her with themselves in one common ruin.

The best measures having been now concerted by Captain Flinders, who was on board the Porpoise, and Lieutenant Fowler, the smallest boat was hoisted out in the hope of its reaching the Bridgewater, and bringing immediate assistance to the Porpoise. Though the ship broke a great deal of the surf it was still with great difficulty that the boat got through; and while she struggled through the spray, there was a profound silence, the signal of hope and doubt, which happily was but of short continuance; for, although the night was dark, those in the wreck had the happiness of seeing her get safely into smooth water. A second boat was also hoisted out, in which two petty officers and several seamen embarked, and succeeded in penetrating the surf in safety. The largest cutter, a six-oared boat, was stowed under hatches, and it was judged imprudent to attempt hoisting her out, as the advantages attending it were considered uncertain, or, at best, but trifling and not sufficient to counterbalance the risk of her getting stove in launching her over the ship's side.

Notwithstanding the sea continued to beat violently against the Porpoise, yet, as she was embedded in the coral, little doubt was entertained of her being either carried over the reef, or of her keeping together till morning, especially as she was now stove on the larboard side and she appeared, from her inflexible pliancy, to easily sustain the weight of the surf. It now became a subject of serious deliberation what was best to be done in case of any emergency; for though they felt equally confident of the wreck holding together, and to a certainty being rescued in the morning, it was yet considered prudent to prepare for the worst that might happen. From the smoothness of the water to leeward, they had every reason to believe that the reef they were upon was exceedingly narrow, like those which they had been among the preceding year, and that if the tide should rise much higher and come away with the velocity which they had sometimes seen it,



The Loss of the Porpoise.



they might, though stove and water-logged, be nevertheless precipitated by its force over the narrow ridge on which it was generally supposed they were.

To render the vessel as easy as possible, the weather-lanyards of the topmast-shrouds had been cut, and all three top masts went over the side. It now became a matter of deliberation whether cutting away the lower masts might not facilitate their floating over the reef, from their materially lightening the ship and thus accomplishing that which was a matter of the first importance.

Two circumstances were particularly favourable for securing the vessel in her situation, and of which the crew readily availed themselves. The anchors were bent at the bows, from a full conviction of their being indispensably necessary to their safety during their run to Timor. It likewise fortunately happened that their mainmast was made of the blue gum tree, a species of wood which, like most others grown in New South Wales, is specifically heavier than water. When this was taken into consideration, it was evident that it was the most salutary measure they could adopt, both for lightening the vessel and effectually preventing her from starting. The anchor was, therefore, let go, and the masts were cut away: and so completely was the ship on her broad-side, that the angle formed by the masts with the surface of the water could not amount to more than forty-five degrees; in consequence of which those made of fir were almost ready to break down under the overhanging weight of the tops, and were, therefore, easily got rid of, but the mainmast was made of sterner stuff, and, for a long time, resisted the stroke of the axe before it fell.

Notwithstanding the very unpleasant situation which the crew were in, the same regularity of conduct and cheerfulness of deportment pervaded all ranks and classes, as if nothing had happened; and strange as it may seem, after all that could be done for their preservation was accomplished, the affair was talked over by the officers in the great cabin, with no small share of mirth and pleantry. About midnight the sea broke with less vehemence, and they observed the tide to be on the decline, which afforded a proof almost amounting to certainty, that the vessel would hold together till daylight, when they confidently expected to be released by the boats of the Bridgewater.

In the midst of their greatest apprehension, the crew of

the Porpoise expressed the most sympathetic concern for their unfortunate consort the Cato, whose situation they judged to be far more deplorable than their own, and which daylight proved to be actually the case; for she was surrounded by a surf breaking to pieces, and infinitely more violent than that which was around the Porpoise; the crew of which endeavoured, during the night, to comfort and cheer them as much as possible, by exhibiting blue lights at intervals, which, at their first meeting, they were happy to learn had the desired effect.

On the approach of the long wished for dawn, the two boats were seen close to the Porpoise, and the Bridgewater in the offing at no very great distance. The Bridgewater then put about, and stood for them; but as it blew fresh at the time, this was looked upon as a proper and necessary proceeding. They now soon found, to their great astonishment, that they were wrecked in the vicinity of a bank of coral, permanently dry, and where, at low water, they had easy access.

Having made every preparation for quitting the Porpoise, they made several trips backwards and forwards in the course of the day, carrying with them those necessities of life which their necessities immediately demanded; and then they resolved to wait patiently till fine weather should bring back the Bridgewater. The boats now pulled up towards the Cato, with the intention of affording her assistance, but could not reach her for broken water; they were, consequently, of no other use than to prevent despair, and incite them to make strenuous efforts to penetrate the surf.

About eleven o'clock the officers and people of the Cato got on board the Porpoise, having met with great and painful difficulty in escaping from their own ship. Three of the crew had perished, and some of the others were much cut and bruised, by the surf dashing them against the sharp-pointed coral, when in the act of swimming from the wreck.

As the place of their future habitation was but half a mile distant from the wreck, they had but little trouble in passing and re-passing; so that, in the course of the day, they succeeded in carrying a number of things on shore; and in the evening all lay down on the coral rock, which, hard as it was, afforded a tolerable repose to their wearied bodies.

Early on the following day they began to get everything out of the Porpoise, which, notwithstanding it was a crazy old ship, they were happy to find still held stoutly together;

while, on the other hand, though the Cato was a stout merchant ship, there was scarce a vestige of her to be seen above water. Tents were also erected, from sails and spars, to afford shade from the sun and shelter from the rain, rather than defence from the inclemency of the weather; for, with the exception of the first night, they never experienced cold. Persevering with the boats and some rafts which they had constructed on the emergency, they soon got all the provisions on shore, of which, excepting bread, they found a supply adequate to nearly four months. This was, indeed, a fortunate circumstance, as their numbers exceeded eighty; and to their great surprise and mortification they were deserted by the Bridgewater, and were now uncertain of speedy release.

Their first object being to get the provisions on shore, they effected that desirable end, after considerable labour, in one week; and, by the 24th, every morsel of provisions was safely lodged in a store-tent, over which a sentry was placed to prevent depredation.

The large cutter that had been under the hatches, was now put under the carpenter's hands, to be decked and properly fitted for proceeding to Port Jackson; and, on the tenth day after the wreck, Captain Flinders, with Mr. Park, second mate of the Cato, Mr. Charrington, boatswain of the Investigator, and a stout boat's crew, embarked on that undertaking. Previous to their departure, the following resolutions were agreed to by Captain Flinders and the other officers:—first that a boat of eighteen or twenty tons burthen should be immediately laid down and built, with all possible despatch, to guard against any accident that might befall the boat that was to bring them assistance; secondly, that if no tidings of Captain Flinders should arrive in the space of six weeks, the boat now about to be laid down was to make the best of her way to Port Jackson, with as many people as she could carry with safety, and that if competent to carry the whole, they should all embark in her, with the exception of one officer and a boat's crew, who should remain for six or eight weeks longer, as plenty of provisions would be left them; and if no one returned in that time, they were finally to leave the reef in the small cutter, with all the charts, papers, etc., of which they were to have the important charge, and follow to Port Jackson. These precautions were absolutely necessary, as the distance was a very great undertaking for a small boat only twenty-six feet in length, the reef being situate in

latitude 22 deg. 11 min. south, long. 155 deg. 85 min. east, 208 miles to the north, and 42 miles east from Sandy Cove, and 357 miles from Sydney.

These arrangements having been made, Captain Flinders set out with his small party, after receiving the unfeigned wishes of every one for his success, having been cheered as he went, and earnestly beheld by every eye on shore, while he remained in sight. A saw-pit was then erected, the forge set up, and every necessary preparation made for laying down the new boat.

Their attention was soon after attracted by an island situate about nine or ten miles E. and N. and which was visited, in the remaining boat by Lieutenant Fowler. This they found much larger and more perfect in its formation than that which they were upon, being nearly a mile in circumference, abounding with birds, and occasionally visited by turtle; it was also rather deeply covered by vegetable soil, and had a spring of water which, though fresh, was too much impregnated by salt-petre to be of use to them. The birds were chiefly water-fowl, and had resorted thither to rear their young, which afforded the shipwrecked crew an opportunity of procuring eggs in abundance. The first visit to this spot repaid them with a supply of all its delicacies, for the boat returned loaded; one turtle was caught, and the cargo was completed with eggs of birds, which was a great incitement to future adventures. They had also, about this time, such a violent shower of rain, that they were obliged to rise from their beds; but were amply repaid for the interruption of their repose, by a fortnight's supply of fresh wholesome water.

Though thus situate upon a small bank of naked white coral, yet, by their mutual endeavours to cheer each other, they all appeared very tranquil; and their new vessel, which was named the *Resource*, was ready for launching before the expiration of the six weeks agreed upon.

On the 7th of October, a little before noon, they descried a sail in the eastern quarter; in a little time another, and soon after a third, were also discovered. It is impossible to attempt a description of their emotions at the sight of these vessels; and, indeed, the astonishment on board was equal to their own; for on that very day the *Resource*, the work of their own hands, had gone to Turtle Island, by way of trying her, and little could these vessels have expected to be met by a schooner of twenty tons, erected on a coral bank; and

especially considering the short space of time and the implements they had to work with. Upon their nearer approach, they perceived the largest of these vessels to be the *Rolla*, convict ship, which they had left at Sydney Cove; the others were the *Frances* and *Cumberland*, colonial schooners, which were familiar to them. In the afternoon, the three vessels anchored to leeward of the reef, and a boat soon after put off from the *Cumberland*, in which, as she neared them, to their great joy, they saw Captain Flinders, who received a hearty cheer on landing. For the last ten days preceding the arrival of these vessels they had, every night, at eight o'clock, fired a great gun, by way of apprising them of their situation, if chance should have brought them at dusk near to the reef.

Notwithstanding six weeks had expired from the time Captain Flinders had left them, they did not think it proper to adhere to the agreement that was made; and, therefore, had no intention of quitting the island yet. They naturally concluded that he might have had a tardy passage to Port Jackson, and even when there, that vessels might not have been in readiness in Sydney Cove to send to their assistance. He might also, from the fatigue of going there, have been incapacitated from returning immediately, and thus the sailing of a vessel might have been procrastinated. These and other considerations made them change their former resolutions; and it was agreed that they should not separate, but patiently wait till another boat could be built, and go together in a body. This was so far fortunate; for had they parted as had been previously planned, at the end of six weeks, it would, in all probability, have been productive of much uneasiness and dissatisfaction, as well to those who went from, as those who remained on, the reef.

The following arrangements were now agreed upon: the *Rolla* was to receive the officers and crew of the *Porpoise*, with whom she was to proceed to Canton, where they were to be distributed among such of the East India Company's ships as their servants in that port might think proper; and the *Frances* was to take on board such stores saved from the wreck as she could safely and conveniently carry, with any of the officers or people who had a desire to return, and forthwith proceed with them to Port Jackson. Mr. Dennis Lacy, one of master's mates of the *Investigator*, who was anxious to get home, returned in their new schooner, the *Resource*. Captain Flinders, with a select portion of the

ship's company, attended by Mr. Aken, the master, and Mr. Charrington, the boatswain of the Investigator, went on board the Cumberland, and proceeded in her to the Mauritius, by way of Torres Straits.

LOSS OF THE LADY HOBART, OFF THE COAST OF NEWFOUNDLAND.

THE packet-ship Lady Hobart, commanded by Captain William D. Fellowes, bound for England, sailed from Halifax on June 23, 1803, and on the 24th hauled to the northward, intending to pass over the northern part of the Great Bank of Newfoundland, with a view to avoid the enemy's cruisers.

On the 26th, at seven, a.m., being then in latitude $44^{\circ} 87'$, and longitude $51^{\circ} 20'$, they discovered a large schooner, under French colours, with her deck full of men, standing towards them. From her manner of bearing down upon them, they concluded that she had been apprised of the war, which had just then commenced, and took the Lady Hobart for a merchant brig. They accordingly cleared the deck for action, and at eight, the schooner being within range of her guns, the Lady Hobart fired a shot at her, when the schooner struck her colours. Having sent some men on board to take possession of her, she proved to be *L'Amiable Julie*, of Port Liberté, of eighty tons burthen, a new and strong-built vessel, from the island of St. Pierre, laden with salt fish, and commanded by Charles Rossé.

After taking out the captain and crew, the prize was given in charge to lieutenants John Little and William Hughes, of his majesty's navy, who were passengers on board the Lady Hobart, and who very handsomely volunteered their services, taking with them two seamen and two of the prisoners to assist in navigating the prize. At ten o'clock the same morning, they saw two schooners a-head, fired a gun, and brought them to; when finding them to be English, and bound to St. John's, the French prisoners were divided between them, with the exception of the captain, mate, and a boy,

nephew to the captain, who earnestly entreated that they might remain on board the packet.

On Tuesday, June 28, it blew a hard gale from the westward, with a heavy sea, hazy weather, and intervals of thick fog. About one o'clock in the morning, when the ship was going at the rate of seven miles an hour by the log, she struck against an island of ice with such violence, that several of the crew were pitched out of their hammocks. The captain was roused from his sleep by the suddenness of the shock, and instantly ran upon deck, and ordered the helm to be put hard a-port, when the ship struck again upon the ches-tree, and then swung round upon her heel, the stern-post being stove in, and the rudder carried away, before they could succeed in their attempts to haul her off. At this time the ice appeared to hang quite over the ship, forming a high peak, which must have been at least twice the height of their topmast head. The length of the island, as near as they could judge, was from a quarter to half a mile.

The sea was now breaking over the ice in a frightful manner, and the water rushed in so fast, that in a very few minutes the hold was completely filled. Every exertion was made to lighten the ship; the guns were hove overboard, the anchors were cut away from the bows, two sails were got under the ship's bottom, both pumps kept going, and they also baled with buckets from the main-hatchway, in the hope of preventing her from sinking; but notwithstanding all their efforts, she settled down in the water to her fore-chains in less than a quarter of an hour.

Their situation now became perilous in the extreme. The captain, who was aware of the danger of a moment's delay in hoisting out the boats, immediately consulted with Captain Thomas, of the royal navy, who was a passenger, and Mr. Bargus, the master, as to the propriety of making any further efforts to save the ship, and also as to the possibility of taking the mail into the boats, in the event of their being able to get them over the ship's side. They agreed that no time ought to be lost in hoisting the boats out, and that, as the vessel was then settling fast, the preservation of the crew should be their first consideration.

That tribute of praise, which the steady discipline and good conduct of all on board so justly merit, ought not to be omitted. From the first moment of the ship's striking, not a word was uttered expressive of a desire to leave the wreck.

The orders of the captain were promptly obeyed; and though every moment increased the danger of perishing, each man waited his turn to get into the boats, with a coolness and composure which was never surpassed, and scarcely ever equalled.

Having fortunately succeeded in hoisting out the cutter and jolly-boat, the sea still running very high, they placed the ladies in the former. One young lady, Miss Cottenham, was so terrified, that she sprung from the gunwale and pitched into the bottom of the boat with considerable violence; but although such an accident might have been productive of effects equally fatal to herself and them all, it was not attended by any bad consequences. The few provisions which had been saved from the men's berths were then put into the boats, which were quickly veered astern. The main-deck forward was by this time under water, and nothing but the quarter-deck appeared. The men were then ordered into the boats, and the mail, after being lashed to some iron pigs of ballast, was thrown overboard.

The ship was now rapidly sinking, when the captain, having used every exertion to save his men, called out to them to haul up and receive him, as, fearing the cutter might be stove under the counter, he intended to drop himself into her from the end of the trysail boom. He desired Mr. Bargus, the master, who remained with him on the wreck, to go over first; but in this instance he replied, that he begged leave to disobey his orders, adding, that he must see the captain safely over before he attempted to go himself. On such noble behaviour, the captain, in his despatches, observes, "Such conduct, at such a moment, requires no comment; but I should be wanting to myself and to the service, if I did not faithfully state to your lordships (the postmasters general), every circumstance, however trifling; and it is highly satisfactory to me to have this opportunity of recording an incident so honourable to a meritorious officer."

The sea ran so high at the time the boats were hoisted out, that they hardly dared flatter themselves they should get them out in safety. Indeed, nothing but the steady and orderly conduct of the crew could have enabled them to effect an undertaking which was attended with so much difficulty and danger; and it is but justice to observe, that not a man in the ship attempted to make use of the liquor, which every one had in his power. As an instance of this resolution and

self-denial on the part of the men, one of them, John Tipper, was observed emptying a demi-jean, or five-gallon bottle, which on inquiry proved to be rum. He said he was emptying it for the purpose of filling it with water from the scuttle cask on the quarter-deck, which was the only fresh water that could be got at, a circumstance highly creditable to the character of a British sailor; and the water thus procured afterwards became their principal supply.

They had scarcely quitted the ship, when she suddenly gave a heavy lurch to port, and went down head foremost, the boats narrowly escaping being swallowed up in the vortex caused by the sinking of the vessel. The colours had been hoisted at the maintop-gallant-mast-head with the union downwards, as a signal of distress, so that if any vessel should happen to be near them at the dawn of day, she might perceive their calamitous situation, and afford them relief.

It is impossible to describe the feelings and sensations of these unfortunate people, thus suddenly exposed in two open boats upon the vast Atlantic Ocean, and bereft of all assistance, but what their own exertions could, under Providence, afford them. Men accustomed to vicissitudes are not soon dejected; but there are trials which human nature alone cannot surmount. The consciousness of having done their duty, and a reliance upon the mercies of a kind Providence, enabled them to endure their calamity, and with the confident hope of better fortune, they animated each other to increased exertions to attain it.

While they were employed in deliberating upon their future course, a curious circumstance occurred, which, as it caused them a considerable degree of uneasiness, deserves to be mentioned. At the moment when the ship was sinking, she was surrounded by an amazing number of whales, which at this season of the year repair to the coast of Newfoundland, in quest of a small fish called capelin. As the whales approached the boats, the men were extremely apprehensive that they might strike and materially damage them, as frequent instances have occurred in the fishery, where boats have been cut asunder by a single blow from a whale. They therefore shouted as loud as they could, and employed every effort to scare them away, but all to no effect; for the whales appeared to be pursuing them, and remained about the boats for more than half an hour, when they disappeared without having done them any injury.

After surmounting difficulties and dangers which baffle all description, they rigged the foremast, and prepared to shape their course in the best manner that circumstances would admit, the wind blowing precisely from the point towards which it was necessary to sail to reach the nearest land. The crew were distributed in the boats in the following manner:—

In the cutter, which was twenty feet long, six feet four inches broad, and two feet six inches deep, were embarked three ladies, the captain of the *Lady Hobart*, Captain Richard Thomas, of the royal navy, the commander of the French schooner, which they had taken two days before, the master's mate, gunner, steward, carpenter, and eight seamen, being eighteen persons in all, whose weight, together with that of the provisions, brought the gunwale of the boat within six or seven inches of the water. From this confined space some idea may be formed of their crowded state; but it is scarcely possible for the imagination to conceive the extent of their sufferings in consequence of it.

In the jolly-boat which was fourteen feet from stem to stern, five feet three inches broad, and two feet deep, were Mr. Samuel Bargas, master; Lieutenant-Colonel George Cooke, of the first regiment of guards; the boatswain, sail-maker, and seven seamen; being eleven persons in all.

The only provisions which they had time to save, consisted of about forty or fifty pounds of bread, one demi-jean, and a small jug of water, part of a small barrel of spruce beer, one demi-jean of rum, a few bottles of port wine, two compasses, a quadrant, a spy-glass, a small tin mug, and a wine-glass. The deck-lantern, containing a few spare candles, had also been thrown into the boat; and the cook having taken the precaution to secure his tinder-box, together with a few matches that were kept in a bladder, they were thus enabled to steer by night.

Scarcely an hour elapsed from the time the ship struck till she foundered; and the boats left the fatal spot just as the day dawned. As near as they could estimate, they were about 350 miles from St. John's, Newfoundland, and had the wind continued westerly, as there appeared every prospect of its doing, it would have been found necessary to exercise the most rigid economy in the consumption of their provisions. For this purpose the captain addressed them on the propriety of at once submitting to privation, which must soon be

inevitable, and concluded by ordering half a biscuit and a glass of wine to each individual, which was to be the whole allowance for the ensuing twenty-four hours, all of them agreeing to leave the water untouched as long as possible.

While they were employed in hoisting out the boats, the captain had ordered the master to throw the main-hatch tarpauling into the cutter, which being afterwards cut into lengths, enabled them to form a temporary bulwark against the waves. The carpenter had also been ordered to carry with him as many tools as he could; he accordingly, among other things, put a few nails in his pockets, with which they repaired the gunwale of the cutter that had been stove in hoisting her out.

Soon after daylight, they made sail with the cutter, and took the jolly boat in tow, standing close-hauled to the northward and westward, in the hope of reaching the coast of Newfoundland, or of being picked up by some vessel. They passed two islands of ice, and shortly afterwards, said prayers, fervently returning thanks to the Almighty for their providential deliverance. At noon, they were, by observation, in lat. $46^{\circ} 33' N.$, St. John's bearing about $W. \frac{1}{4} N.$, distant 350 miles.

Wednesday, June the 29th, was ushered in with variable winds from the southward and eastward. They had passed a long and sleepless night, and at the dawn of day the captain found himself with twenty-eight persons looking up to him with anxiety for the distribution of their scanty allowance, and also for the direction of their course. Upon examining their provisions, they found the bag of biscuit much damaged by salt water, which made it necessary for them to diminish their allowance; and to this precaution they all cheerfully assented. It was at this moment that they became more sensible to the horrors of their situation, but grateful to Providence they returned thank sfor past mercies, and offered up prayers for their future safety.

Soon afterwards a thick fog came on, which continued the whole day, with heavy rain, but as they had no means of collecting it, it afforded them no relief; and their crowded and exposed situation was rendered still more distressing by their being thoroughly wet, as no person had been permitted to take more than a great coat or a blanket, besides the clothes on his back.

The oars in both boats were kept constantly going, steering a

W.N.W. course, and every one anxiously looking out for a sail. At noon, a quarter of a biscuit and a glass of rum were served to each person. St. John's bore W. by N. $\frac{1}{4}$ N., distant 310 miles—no observation. One of the ladies again read prayers, particularly that for deliverance after a storm.

On Thursday, June 30th, at day-break they were all so benumbed with wet and cold, that a glass of rum and a mouthful of biscuit were served out to each person. The ladies, who before had refused to taste the spirits, were now prevailed on to take the stated allowance, which afforded them much benefit, and enabled them the better to resist the severity of the weather. The air was raw and cold, with thick fog and sleet, and the sea was mostly calm. They had kept their oars all night, and continued to row during the whole of this day. The jolly-boat having unfortunately put off from the ship with only three oars, and having but a small sail, which had been converted from a foresail into a top-gallant steering-sail, without needles or twine, the cutter was obliged to keep her constantly in tow. The cutter had likewise lost two of her oars in hoisting out, and was now so deep in the water that, with the least sea, she made so little way, that they were unable to profit much by the light winds.

One of the men in the jolly-boat called out that they had found part of a cold ham, which had not been discovered before; a morsel, about the size of a nutmeg, was immediately distributed to each person, but the captain had the remainder thrown overboard, as he was fearful that it might create an intolerable thirst, which they had no means of assuaging. At noon, they judged they were on the north-eastern edge of the Grand Bank, St. John's bearing W. by N. $\frac{1}{4}$ N., distant about 246 miles. On this day divine service was performed, in which all fervently joined.

On Friday, July 1st, it blew a hard gale from the W.S.W. during the greater part of the day, with a heavy sea from the same quarter. The weather was excessively cold, and the spray of the sea freezing as it flew over the boats, rendered their situation truly deplorable. The want of nourishment, coupled with the cold and wet weather, had produced a most painful depression of spirits, and rendered them almost incapable of exertion; added to which, the very confined space in the boat would not allow them to stretch their limbs, that several of the men whose feet were much swelled, called out repeatedly for water; but on being reminded of their former

resolution, and the absolute necessity of strictly adhering to it, they acknowledged the propriety of its being refused to them, and the water remained untouched.

At the commencement of the gale they stood to the northward and westward; but the cutter was so low in the water, that they were obliged to cast off the jolly-boat's tow-rope, and very soon lost sight of her in the fog. This unfortunate circumstance caused all of them the utmost distress; as they were uncertain of ever again meeting their companions in misfortune; and to add to the misery of their situation, they lost with the boat, not only a considerable part of their stores, but also their quadrant and spy-glass. About four p.m., the gale increasing, with a prodigiously heavy sea, they brought the cutter to, by heaving the boat's sail loose over the bow, and veering it out with a rope bent to each yard-arm, which kept her head to the sea, and broke the force of the waves before they reached them.

In the course of this day there were repeated cries of a strange sail being in sight; and although the captain was aware that it was next to impossible to discern anything, owing to the thickness of the fog, yet, being urged by many of the seamen with such apparent certainty, he was induced to put the boat before the wind; the rather to convince them of their error, than with any expectation of their hopes being realized. But the captain being convinced of the dangerous consequences of such deviations, remonstrated with them on the subject, representing in language as forcible as he could command, that the depression arising from disappointment infinitely overbalanced the momentary relief proceeding from such delusive expectations, and exhorted them not to indulge in such fancies. Under all these circumstances, the ladies, with a heroism that no words can sufficiently do justice to, afforded the best examples of patience and fortitude.

They all joined in prayer, which tended greatly to calm their minds, and inspired them with the consolatory hope of an alleviation to their sufferings. On these solemn occasions they were all bareheaded, notwithstanding the showers that were incessantly falling. At noon, St. John's bore W. by N. $\frac{1}{4}$ N. distant 148 miles.

On Saturday, July 2, having rained hard during the night, the cold became so intense that almost every person in the boat was unable to move. Their hands and feet were so swelled that many of them turned quite black, owing to their

confined state and constant exposure to wet and cold. At day-break each person was served with a quarter of a biscuit, and a third of a wine-glassful of rum, and before noon, a small quantity of spruce-beer, from which they derived great benefit. During the early part of the day, it blew strong from the southward and westward, with thick fogs, which, towards noon, was succeeded by moderate breezes from the northward and eastward.

At half-past eleven, a.m., they discovered a sail to the eastward, standing to the north-west, the sight of which inspired them all with the hope of immediate deliverance, and animated them with new life. The captain immediately ordered the people to sit as close as possible, in order that they might not appear too much like an armed boat; and, having tied one of the ladies' shawls to the boat-hook, he raised himself, as well as he could, and waved it from the bow as long as his strength would permit. Having hauled close to the wind, they neared each other fast, and in less than a quarter of an hour, to their joyful surprise, they perceived that it was their long-lost consort, the jolly-boat. They would have recognised her sooner, but an additional sail had been made for her out of one of the bed-sheets, which had been accidentally thrown into the boat, and was set as a bonnet to the foresail.

It would be impossible to describe the various sensations alternately expressed in every countenance—joy at the unexpected reunion with their long-lost friends and companions in misfortune, and disappointment to all their hopes of relief from their perilous situation. As soon as they approached, the cutter threw out a tow-rope to the jolly-boat, and bore away to the north-west.

They now mutually inquired into the state of their respective crews, after the late dreadful gale; those in the jolly-boat had suffered from swelled hands and feet, the same as the others, and had experienced the greatest anxiety for the fate of the cutter, as they concluded she must have perished. The most singular circumstance was, that having steered for two nights without any light, they should, after such tempestuous weather, meet again; which could only be attributed to the interposition of Divine Providence: but fearing a similar accident might occur, they made a more equal distribution of the provisions; the cutter having received of the jolly-boat two bottles of wine and some biscuit, gave them some rum in return.

The late occurrence had raised their hopes of deliverance to the highest pitch, but the excitement beginning gradually to subside, a corresponding despondency succeeded to such a state of artificial elevation, that no argument or entreaty could rouse some of the men to the ordinary exertions of making sail.

The captain now, for the first time, served out a wine-glassful of water to the French captain and several of the people who appeared to have suffered most, and earnestly cautioned the crew not to taste the salt water; some of them nevertheless, took large draughts and became delirious, while others were seized with violent cramps in the stomach and bowels.

This day divine service was again performed at noon, St. John's bore W. by N. $\frac{1}{2}$, distant 110 miles.

On Sunday, July 3rd, the cold was intense; indeed, it is hardly possible for language to describe the sufferings and distress of this miserable crew from cold, wet, hunger, and thirst. At eight p.m., having a strong breeze from the southward, the cutter stood under all the canvas they could spread, with the jolly-boat following in her wake and pulling her oars to keep up with them. The French captain, who had been for some days labouring under a despondency which admitted of no consolation, in a fit of delirium jumped overboard, and instantly sunk; and the cutter was going at such a rate, with the oars lashed to the gunwale, that it would have been impossible to have attempted to save him, even if he had floated. One of the prisoners also, in the jolly-boat, became so outrageous that it was found necessary to lash him to the bottom.

This circumstance deeply affected them all; indeed, the most trifling accident was sufficient to render their irritable state more painful. The captain of the Lady Hobart was seized with a violent shivering, which returned at intervals, and having refused all sustenance, his situation became very alarming; however, towards night he enjoyed, for the first time, three or four hours' sleep; perspiration took place, and he awoke as from a dream, free from delirium, but painfully alive to all the horrors that surrounded them.

The sea continued to break over the boats so much, that those who had strength enough, were obliged to bale without intermission. Those in the stern of the cutter were so confined that it was difficult for any one to put his hand into his pocket, and most of the crew lay in water at the bottom of the boat.

The return of day brought them no relief but its light. The sun had only once cheered them during the whole of their perilous voyage, and those who obtained a few hours of uninterrupted sleep, awoke to all the consciousness of their misery.

A very heavy gale of wind came on from the southward, with a tremendous sea, so that the utmost vigilance was necessary in managing the helm, as the smallest deviation would have broached the boats to, and hurried them to destruction. They scudded before it, expecting each returning wave to overwhelm them; but, through the providence of Almighty God, they weathered the storm, which, towards night, began to abate. They had now nearly run the whole distance they had supposed themselves from St. John's, but the thickness of the fog prevented them from seeing to any extent.

Towards evening they passed several pieces of rock-weed, and soon afterwards Captain Thomas saw the wing of a hackdown, an aquatic bird, that frequents the coast of Newfoundland, and is much eaten by the fishermen. This circumstance inspired them with great hopes of their approaching the land; and every person was employed attentively observing what passed the boats. Soon after, a beautiful white bird, web-footed, and not unlike a dove in size and plumage, hovered over the mast-head of the cutter, and, notwithstanding the pitching of the boat, frequently attempted to perch on it, and continued to flutter there till dark. This circumstance, trifling as it may appear, was considered by them all a propitious omen, and awakened in them a superstition to which sailors are said to be at all times too much addicted.

As they had every reason to conclude that they were well in with the land, the few who were able to move, were called upon to make a last exertion to save their lives by rowing, and take advantage of the little breeze which they then had. It was strongly urged, that should the wind come off the shore in the morning, and drive them to leeward, that all efforts to regain it might be too late; for, independent of their feeble state, the provisions could not, with the most rigid economy, last more than two days; nor could the water which had remained untouched, except in the instances before mentioned, hold out much longer. They had been six days and nights constantly wet and cold, without any other sustenance than a quarter of a biscuit and one wine-glass of liquid for twenty-

four hours. But the men who had appeared totally indifferent to their fate, now summoned resolution, and as many as were able to move, applied themselves to the oars.

On the morning of Monday, July 4, the fog grew so thick that they could not see far from the boat. During the night the cutter had been under the necessity of casting off the jolly-boat's tow-rope; and having lost sight of her, this unlucky accident gave them some uneasiness. Several of them repeatedly declared that they heard breakers and others the firing of guns, as of a ship in distress, but this afterwards proved to be the noise of the blowing of whales, of which they saw a great number.

Soon after daylight, the sun rose in view, for the second time since they quitted the wreck, and at length the fog began to disperse, when they caught a glimpse of the land about a mile distant, between Kettle Cove and Island Cove, in Conception Bay, fourteen leagues from the harbour of St. John; and almost at the same moment they had the inexpressible satisfaction to discover the jolly-boat and schooner standing off towards them from the shore.

It is almost impossible to describe their sensations at this interesting moment. Many burst into tears, some looked at each other with a stupid stare, as if doubtful of the reality of what they saw; while several remained in such a lethargic state, that no language, however animating and consolatory, could rouse them to exertion.

At this moment the captain, though overpowered by his own sensations, yet impressed with the recollection of their sufferings, and the sight of so many deplorable objects, proposed to offer up their thanks to heaven for their miraculous deliverance. To this they all cheerfully assented, and as soon as he had opened the prayer-book, which he had secured the last time he went down into the cabin, a universal silence prevailed: a spirit of devotion was manifested in such a striking manner on this occasion, that to a sense of religion in uncultivated minds, must be ascribed the discipline, good order, and exertion, which even the sight of land could not produce.

The schooner being now within hail, and being made acquainted with their situation, she hove-to, received them on board, and took their boats in tow; but as the wind blew with great violence off the coast, they did not reach the landing place at island Cove, till four o'clock in the afternoon. All the women and children, with two or three fishermen, the re-

mainder being absent, repaired to the beach, and appeared deeply affected at their wretched situation. They assisted in lifting them out of the vessel and carrying them over the crazy rocks, over which they were obliged to pass in order to reach their habitations.

It was fortunate for them that they fell in with the land about Island Bay ; as the coast a few miles further northward was inaccessible, and lined with dangerous reefs of rocks, for which they would have steered had they seen them in the night.

LOSS OF H.M.S. ATALANTE, OFF THE COAST OF NEW BRUNSWICK.

ON the morning of the 10th of November, 1813, this ship stood in for Halifax harbour in very thick weather, carefully feeling her way with the lead, and having look-out men at the jib-boom end, fore-yard-arms, and everywhere else from which a glimpse of the land was likely to be obtained. After breakfast, a fog signal-gun was fired, in the expectation of its being answered by the light-house on Cape Sambro, near which it was known they must be. Within a few minutes, accordingly, a gun was heard in the N.N.W. quarter, exactly where the light was supposed to lie. As the soundings agreed with the estimated position of the ship, and as the guns from the *Atalante*, fired at intervals of fifteen minutes, were regularly answered in the direction of the harbour's mouth, it was determined to stand on, so as to enter the port under the guidance of these sounds alone. By a fatal coincidence of circumstances, however, these answering guns were fired, not by Cape Sambro, but by H.M.S. *Barrossa*, which was likewise entangled by the fog. She, too, supposed that she was communicating with the light-house, whereas it was the guns of the unfortunate *Atalante* that she heard all the time.

There was, certainly, no inconsiderable risk incurred by running in for the harbour's mouth under such circumstances, even if the guns had been fired by the light-house. But it will often happen that it becomes an officer's duty to put his ship, as well as his life, in hazard ; and this appears to have

been exactly one of these cases. Captain Hickey was charged with urgent despatches relative to the enemy's fleet, which it was of the greatest importance should be delivered without an hour's delay. But there was every appearance of this fog lasting a week; and as he and his officers had passed over the ground a hundred times before, and were as intimately acquainted with the spot as any pilot could be, it was resolved to try the bold experiment; and the ship was forthwith steered in the supposed direction of Halifax.

They had not, however, stood on far, before one of the look-out men exclaimed, "Breakers a-head! Hard a-starboard!" But it was too late, for, before the helm could be put over, the ship was amongst those formidable reefs known by the name of the Sister's Rocks, or eastern ledge of Sambro Island. The rudder and half of the stern-post, together with great part of the false keel, were driven off at the first blow, and floated up alongside. There is some reason to believe, indeed, that a portion of the bottom of the ship, loaded with 120 tons of iron ballast, was torn from the upper works by this fearful blow, and that the ship, which instantly filled with water, was afterwards buoyed up merely by the empty casks, till the decks and sides were burst through or riven asunder by the waves.

The captain, who, throughout the whole scene, continued as composed as if nothing remarkable had occurred, now ordered the guns to be thrown overboard; but before one of them could be cast loose, or a breeching cut, the ship fell over so much that the men could not stand. It was, therefore, with great difficulty that a few guns were fixed as signals of distress. In the same breath that this order was given, Captain Hickey desired the yard tackles to be hooked, in order that the pinnace might be hoisted out; but as the masts, deprived of their foundation, barely stood, tottering from side to side, the people were called down again. The quarter-boats were then lowered into the water with some difficulty; but the jolly-boat, which happened to be on the poop undergoing repairs, in being launched overboard, struck against one of the stern-davits, bilged, and went down. As the ship was now falling fast over on her beam ends, directions were given to cut away the fore and main mast. Fortunately, they fell without injuring the large boat on the booms—their grand hope. At the instant of this crash, the ship parted in two, between the main and mizen-masts, so that the poor *Atalante*

now formed a mere wreck, divided into three pieces, crumbling into smaller fragments at every send of the swell.

By this time a considerable crowd of the men had scrambled into the pinnace on the booms, in hopes that she might float off as the ship sunk; but Captain Hickey, seeing that the boat so loaded could never swim, desired some twenty of the men to quit her; and, what is particularly worthy of remark, his orders, which were given with the most perfect coolness, were as promptly obeyed as ever.

Throughout the whole of these trying moments, indeed, the discipline of the ship appears to have been maintained, not only without the smallest trace of insubordination, but with a degree of cheerfulness which is described as truly wonderful. Even when the masts fell, the sound of the crashing spars was drowned in the animated huzzas of the undaunted crew, though they were clinging to the weather gunwale, with the sea, from time to time, making a clean breach over them, and when they were expecting every instant to be carried to the bottom!

As soon as the pinnace was relieved from the pressure of the crowd, she floated off the booms, or rather was knocked off by a sea, which turned her bottom upwards, and wheeled her into the surf amidst the fragments of the wreck. The people, however, imitating the gallant bearing of their captain, and keeping their eyes fixed upon him, never, for one instant, lost their self-possession. By dint of great exertions they succeeded not only in righting the boat, but disentangling her from the confused heap of spars, and the dash of the breakers, so as to place her at a little distance from the wreck, where they waited for further orders from the captain, who, with about forty men, still clung to the poor remains of the gay *Atalante*, once so much admired!

An attempt was next made to construct a raft, as it was feared the three boats could not possibly carry all hands; but the violence of the waves prevented this, and it was resolved to trust to the boats alone, though they were already to all appearance quite full. It became now, however, absolutely necessary to take to them, as the wreck was disappearing rapidly; and in order to pack close, most of the men were removed to the pinnace, where they were laid flat at the bottom, like herrings in a barrel, while the small boats returned to pick off the rest. This proved no easy matter in any case, while in others it was found impossible; so that

many men had to swim for it; others were dragged through the waves by ropes, and some were forked off by oars and other small spars.

Amongst the crew there was one famous merry fellow, a black fiddler, who was discovered, at this critical juncture, clinging to the main-chains, with his beloved Cremona squeezed tightly, but delicately, under his arm; a ludicrous picture of distress, and a subject of some joking amongst the men, even at this moment. It soon became indispensable that he should lose one of two things—his fiddle or his life. So, at last, after a painful struggle, the professor and his violin, were obliged to part company!

The poor negro musician's tenacity of purpose arose from sheer love of his art; but there was another laugh raised about the same time, at the expense of the captain's clerk, who, stimulated purely by a sense of duty, lost all recollection of himself, in his anxiety to save what was entrusted to his care, and thus both he and his charge had nearly gone to the bottom. This zealous person had general instructions, that whenever guns were fired, or any other circumstance occurred likely to shake the chronometer, he was to hold it in his hand, to prevent the concussion deranging its works. As soon, therefore, as the poor ship dashed against the rocks, the clerk's thoughts naturally turned exclusively on the time-piece. He caught up the precious watch, and ran on deck; but being no swimmer, was obliged to cling to the mizen-mast, where he stuck fast, careless of everything but his important trust. When the ship fell over, the mast became nearly horizontal, and he managed to creep along till he reached the mizzen-top, where he seated himself in some trepidation, grinning like a monkey who has run off with a cocoa-nut, till the spar gave way, and he was plunged, chronometer and all, right overboard. Every eye was now turned to the spot, to see whether this most public-spirited of scribes was ever to appear again; when, to the great joy of all hands, he emerged from the waves—watch still in hand! but it was not without great difficulty that he was dragged into the boats, half drowned.

With the exception of this fortunate chronometer, and the admiral's despatches, which the captain had secured when the vessel struck, everything on board was lost.

The pinnace now contained seventy-nine men and one woman, the cutter forty-two, and the gig eighteen, with

which cargoes they barely floated. Captain Hickey, of course, was the last man who left the wreck; though such had become the respect and affection felt for him by the crew, that those who stood along with him on the last vestige of the ship evinced great reluctance at leaving their commander even for a moment in such a perilous predicament. So speedy, indeed, was the work of destruction, that by the time the captain reached the boat, the wreck had almost entirely "melted into the yeast of waves." As she went down, the crew gave her three hearty cheers, and then finally abandoned the scattered fragments of what had been their house and home for nearly seven years.

The fog still continued as thick as ever; and, as the binnacles had both been washed overboard, no compass could be procured. The wind also being still light, there was a great difficulty in steering in a straight line. Had there been a breeze, it would perhaps have been easier to have shaped a course. In this dilemma a resource was hit upon, which, for a time, answered pretty well to guide them. It being known, loosely, before leaving the wreck, in what direction the land was situate, the three boats were placed in a row pointing that way. The sternmost boat then quitted her station in the rear, and pulled a-head till she came in a line with the other two boats, but took care not to go as far as to be lost in the fog; the boat which was now furthest astern, then rowed a-head as the first had done; and so on, doubling along one after the other. This tardy method of proceeding answered only for a time; for at length they found themselves completely at a loss which way to steer. Precisely at this moment of greatest need, an old quarter-master, Samuel Shanks by name, recollected that at the end of his watch-chain there hung a small compass-seal. This precious discovery being announced to the other boats by a joyous shout from the pinnace, and the compass being speedily handed into the gig, to the captain, it was placed on the top of the chronometer, so nobly saved by the clerk. As this instrument worked on gimbles, the little needle remained upon it sufficiently steady for steering the boats within a few points.

The course now secured insured their hitting the land, from which they had been steering quite wide. Before reaching the shore, they fell in with an old fisherman, who piloted them to a bight called Portuguese Cove, where they all landed in

safety, at the distance of twenty miles from the town of Halifax.

The fishermen lighted great fires to warm their shivering guests, most of whom being very lightly clad, and all, of course, dripping wet, were in a very sorry predicament; many of them, also, were miserably cramped, by close packing in the boats.

Some of them, especially of those who entered the boats last, having been obliged to swim for their lives, had thrown off every thing but their trousers: so that the only respectably-dressed persons out of the whole party was old Shanks, the owner of the watch and compass-seal—a steady hard-weather sailor, who, throughout, took the whole affair as deliberately as if shipwreck had been an every-day occurrence. He did not even take off his hat, except, indeed, to give his good ship a cheer as she went to the bottom.

Their subsequent measures were soon decided upon. The captain carried the three boats round to the harbour, taking with him the men who had suffered most fatigue, and those who were worst off for clothes. The officers then set out with the rest, to march across the country to Halifax, in three divisions, keeping together with as much regularity as if they had been proceeding upon some previously arranged piece of service. Very few of the party could boast of shoes—an inconvenience which was felt more severely than it otherwise would have been, from their having to trudge over a country but partially cleared of wood. Notwithstanding all this, there was not a single straggler; and the whole ship's company, officers, men and boys, assembled in the evening at Halifax, in as exact order as if their ship had met with no accident.

SUFFERINGS DURING WINTER OF EIGHT SEAMEN IN GREENLAND.

ON the 1st of May, 1630, three ships left England under the command of Captain William Goodler, and having a fair wind, arrived safely at their destined port in Greenland, on the 11th of June following; their orders were, to stay at the Foreland

until the 15th of July, and in case they should not by that time meet with success in fishing, then to send one of the ships to the eastward, to a place about eighty leagues distant, which at the latter end of the year is much frequented by whales. A second of the three ships was designed for Green Harbour, about fifteen leagues to the southward of the third ship, the *Salutation*, on board of which were the eight seamen, the subject of the following narrative, appointed to stay at the Foreland until the 20th of August; but the captain having made a good voyage at Bell Sound, despatched a shallop with orders for them to join him there, that they might take in some of his train oil, by joining their forces, make the fleet so much stronger for the defence of the merchants' goods homeward-bound, the *Dunkerquers* being very strong and rife at sea in those days. Accordingly, on the 8th of August they directed their course to the southward, towards Green Harbour, there to take on board twenty of their men who had been sent into the smaller vessel to assist in navigating her.

The wind being contrary, they were obliged to lie to. On the 15th the weather was calm and clear, the ship being a few leagues from Black Point, and about five from a place called the Maiden's Paps, which abounds in venison, the master sent eight of them in a shallop to hunt and kill deer for the ship's provision. These were William Fakely, Gunner; Edward Pelham gunner's-mate; John Wise and Robert Goodfellow, seamen; Thomas Ayres, whale-cutter; Henry Bett, cooper, and John Dawes and Richard Kellet, landsmen. They left the ship, and taking with them a musket, two lances, a tinder-box, and a brace of dogs, they directed their course; towards the shore, where they arrived in four hours; the weather being at the time fair and clear, and in every respect favourable to their intentions. That day they killed fourteen deer, and being weary with rowing and hunting, they made a repast on such provisions as they had brought with them, resolving to rest on shore that night, and to return on board the next day.

In the meantime, however, the weather grew thick, the wind shifted to the south, and drove a great quantity of ice between the shore and the ship, which, to avoid the danger to which she was exposed, was obliged to put off to sea, so that the men on shore entirely lost sight of her. Uncertain as to their fate, and the weather growing still thicker, they

considered it their best course to hunt along the shore, and to make the best of their way to Green Harbour, where they might go on board the other vessel, until their own should come into port.

Thus coasting along, they killed eight more deer, which they took on board the shallop, and on the 19th arrived at Green Harbour; but, to their great surprise and astonishment, they found that the ship was gone. They were utterly at a loss how to account for her departure, as they knew that she had not sufficient provisions on board to last till she reached home.

Finding themselves thus disappointed in their expectations, and it being within three days of the time fixed for the departure of the vessels from the coast, they resolved to proceed with all possible expedition to Captain Goodler, at Bell Sound; and in order to make the better way, they threw all their venison overboard. Bell Sound is situate about sixteen leagues to the southward of Green harbour, and the first night they had proceeded about halfway to a point of land called the Low Ness, where there came on so thick a fog, that they were obliged to lie-to between two rocks, from the night of the 17th till the following day at noon; when the weather having cleared a little, they prosecuted their voyage; but having no compass, and neither of them being pilot enough to know the land, they overshot Bell Point at least ten leagues to the southward, towards Horne Sound.

Some of them, meanwhile, conceived that it was impossible they could be so long in proceeding eight leagues, and were confirmed in the opinion that they had gone beyond the place they intended by observing that the land trended away towards the east. They therefore, contrary to the judgment of their gunner, William Fakely, who had been in the country five or six times before, altered their course, and steered away to the northward. They had now actually approached within two miles of Bell Point, when Fakely looking about declared they were on a wrong course, and most of the company being persuaded by the positive manner in which he spoke, they turned the boat's head a second time to the westward, which was the cause of all the subsequent misery and hardships they endured.

Thus, on the 20th of August, they were a second time running as far to the southward as before; but as there was no likelihood of their discovering the place they were in search

of, they again turned the shallop to the northward, Fakely still persisting in his former opinion, in which they no longer placed any confidence, and he refused to steer the boat any more. The weather continued fair, and an east wind springing up they took advantage of it, and set sail. The wind increasing, carried their shallop along with great velocity, so that on the 21st they arrived at Bell Point, when the wind shifted and blew right out of the sound at E.N.E. with such fury, that they were obliged to take in their sail, and by the help of their oars approached to within two miles of the shore.

They found that this was the place they had been so long seeking, nor could Fakely himself forbear to acknowledge his error. They immediately sought a harbour for the shallop, and having brought her into it, two of the men were despatched by land to the tent at Bell Sound, which was ten miles distant from the place where they landed, to see whether the ships were still there. Of this, however, they had little hope, as the period fixed for their departure was past, and the wind had been favourable for putting to sea. The men upon their arrival found their fears verified, that the ships had left the road, and returned to their companions with the melancholy tidings; but as it was impossible that the vessels might be at Bottle Cove, three leagues distant on the other side of the sound, they resolved to proceed there. They arrived at that place on the 22nd, but finding no ships, they had little hope of deliverance from the dangers in which they were involved. If they had resolved to follow the ships, they had neither pilot nor compass to direct them, and would be exposed to the most imminent danger of perishing by the drifting ice; if, on the other hand, they resolved to stay at Bell Sound, they would have no other prospect than that of a miserable and lingering death, as they were totally unprovided with the means of passing the winter in such an inclement climate.

Nor were their apprehensions altogether without foundation. They well knew that neither Christian nor Heathen had ever before inhabited that desolate region; they also remembered that the merchants had offered great rewards to any persons who would venture to pass the winter on this coast, besides providing them with everything necessary for such an undertaking, yet they could never find any so hardy as to expose their lives to such a perilous experiment. They had also heard that the Russia Company had once procured the

reprieve of some criminals convicted of capital offences, to whom they promised not only pardon for their crimes, but likewise considerable gratuities, if they would undertake to remain one whole year in Greenland, and that every way provided for, both in clothes and victuals, and all things needful for their preservation. These poor wretches, to escape immediate execution at home, resolved to make trial of the adventure. Upon their arrival there, however, the aspect of desolation which this dreary region exhibited, struck them with such horror, that they resolved rather to return to England, and to expiate with their lives the crimes they had committed, than to remain there, though with the assured hope of obtaining pardon. The captain who carried them out, being a humane man, would not compel them to stay, contrary to their inclinations, but carried them back to England, where, through the intercession of the Russia Company, they escaped that death to which they had been condemned.

To men in their situation these recollections were not calculated to afford much encouragement: and another circumstance more terrible to them than both the former, for it was likely to be their own case, tended greatly to augment their apprehensions, this was the lamentable fate of nine men, who had been abandoned in the same place, and by the same master, who had left these eight men behind, who had all died miserably upon the place, their carcasses having been found mangled by the savage bears and hungry foxes, which are the only inhabitants of this comfortless country. Their lamentable end was, indeed, sufficient to have daunted the spirits of the most resolute and enterprising.

Their fears, however, did not proceed entirely from the dreadful example of others, but the consideration of their want of everything necessary to sustain the life of man, struck them to the heart. They were not only unprovided with clothes and food, but entirely destitute of a habitation capable of sheltering them from the chilling cold. After spending some time in silent anguish, knowing that delay could only be productive of new dangers, they began to conceive hope, even out of the depths of despair. Rousing their benumbed faculties, they began to consider the most probable method of preserving themselves in that place, seeing that all hopes of returning to England that season were then quite frustrated. It was unanimously agreed to take the opportunity of the

next fair weather, and to proceed to Green Harbour, to hunt and kill venison for part of their winter provision.

Accordingly, on the 25th of August, the wind and weather being both fair, they set off for Green Harbour, where they arrived in twelve hours. Having landed, the first thing they did was to construct a tent with the sail of their shallop, pitched up and spread upon the oars; under this shelter they resolved to pass that night, and the next day to return to their hunting. The weather proving fair and clear, they made their sleep the shorter, and, in the morning, equipping their shallop as well as they could, they proceeded to Cole's Park, a place about two leagues distant; and which Ayres assured them abounded with venison. They did not find so many deer as they expected from his report, but killed seven that day and four bears, whose flesh they likewise intended to lay up for provision.

The weather beginning to be overcast, and not likely to continue favourable for hunting, they returned the same night to Green Harbour, where they made a tent as before, and betook themselves to rest. The next morning, finding the weather to be clearing up, six of them prepared to go a hunting with their two dogs, leaving Fakely and Dawes in the tent to provide some refreshment against their return.

On their departure from the tent, they rowed towards Cole's Park. In the way, on the side of a hill by the sea side, they discovered seven deer feeding, on which they landed, and by the help of their dogs, killed six of them. The weather being then again overcast, they thought it of little purpose to go any farther at that time, but resolved to hunt along the side of the hill, and at night return to their tent. As they proceeded they killed six more deer, when it began to blow and rain and to be very dark; upon which they hastened towards the tent with a view to rest for that night, and on the next day to renew their hunting. This design being prevented by the unfavourable state of the weather, they got the bears and venison which they had killed on board the shallop, and finding another boat which had been left behind by some ship, they loaded it with the greaves of whales, boiled the same year, which they found in great quantities strewed upon the ground. Dividing themselves into two equal companies, Fakely, with John Wise and two landsmen, took charge of one shallop, while Pelham, Goodfellow, and two men went on board the other, intending with the next fair weather to

return to Bell Sound, where they designed to winter. Every thing was ready for their departure, when they were overtaken by so intense a darkness, that they were obliged to remain that night where they were; and the following day being Sunday, they resolved to rest in order to observe it with the greater respect.

The weather on Monday morning being fair and clear, they set off at day-break; but after rowing about four hours, the sky began to be overcast, and the wind blew so hard that it was impossible for them to reach Bell Sound. The next morning they reached Bottle Cove, where they were obliged to remain, as the violence of the wind prevented them from proceeding farther. Having fastened the head of one of the shallops to the stern of the other with a rope, they cast anchor and went on shore, leaving the boats riding in the Cove. In the meantime the wind increasing, blew with great violence into the Cove, and the sea ran so high that their anchor came home, and the shallops being dashed against the shore, sunk with all their provisions. Some of it having been washed out of the boats by the waves, they found it floating up and down the beach. Their feelings can only be conceived, when, running out of the tent, they saw the best part of their provisions, the only hope of their lives, which they had taken such pains and run such risks to procure, in danger of being utterly lost, or, at any rate, spoiled by the salt water. In this dilemma, they saw no other way of saving the remainder of their store, ready to be washed away by the billows, than to run into the sea and thus get to their shallops, which they drew on shore by means of a hawser, and then ranged along the coast, seeking and taking up such of their provisions as had been washed out of the boats.

On the 3rd of September, the wind having died away, and the weather proving more favourable to their design, they launched their shallops, and on the same day reached Bell Sound, where their first business was to secure their provisions. Their next occupation was to take a particular survey of the place, and especially the great tent, that being the intended place of their habitation the ensuing winter. The great tent, as they called it, was a kind of house built of timber in a very substantial manner, and covered with flemish tiles; it was about eighty feet in length and twenty feet in breadth, and had been erected for the coopers to work and lodge in, during the time they were making casks for barrelling the train oil.

The weather soon after their arrival became very cold, and the frost was so severe that they durst not venture on another voyage to Green Harbour, as they were apprehensive that the Sound would freeze, and thereby prevent them from returning to their tent; for they knew it would be in vain to attempt the journey by land, as the country was so extremely mountainous.

In order that they might better secure themselves from the cold, they resolved, with all possible expedition, to build a smaller house within the larger one. They commenced, therefore, by taking down a small building which stood near the other, in which the men lodged while they made the oil. They took away the materials, which furnished them with one hundred and fifty deal boards, besides posts and stanchions or rafters, and from three chimneys of the furnaces for boiling oil, they brought a thousand bricks. They also found three hogsheads of very fine lime, and fetched another from Bottle Cove: this they mixed with the sand of the sea shore, and made very excellent mortar. They immediately set to work, but the cold was so intense that they were obliged to keep up two large fires to prevent the mortar freezing. Fakeley and Pelham undertaking the masonry part, they began to raise a wall of the thickness of one brick against the inner planks of the side of the tent, and while they were laying the bricks, the rest of the company were otherwise employed, some in taking down the bricks, others in making them clean and carrying them to the tent in baskets, some in making mortar and cutting boards to build the other side, and some in curing their venison.

Having built the two outermost sides of the tent with bricks and mortar, and the former being nearly all used, they were obliged to construct the other two sides in the following manner. They first nailed the deal boards on one side of the post or stanchion, to the thickness of a foot, and on the other side in the same manner; then filling up the vacant space with sand, it became so tight that not a breath of air could penetrate.—The vent of the chimney led into the greater tent, being the breadth of one deal board, and about four feet in length. Their small tent was about twenty feet in length, sixteen in breadth, and about ten feet in height. The roof was of deal boards, laid over five or six times, the middle of of each plank covering the joining of the two underneath, so that no wind could possibly find its way between. As for

the door, besides making it as close as it would shut, they lined it with a bed which they found there, and which prevented the entrance of the air, whether it was open or shut. They made no windows, so that all the light they received was from the vent of their chimney, through the greater tent, by removing two or three tiles from the roof. Their next work was to set up four cabins, where they lay two and two, on the deer-skins dried, and which they found to be extremely warm and comfortable. The next subject which occupied their attention, was that of fuel; they examined all the shallops which had been left ashore by different ships, and found seven of them so crazy as not to be serviceable for another year; these they made bold with, and broke up, and then carried them into their house, where they stowed them away over the beams, in the manner of a floor, intending also to stow the rest of their firing over them, so as to make the outer tent warmer, and to keep the snow from drifting into it through the tiles.

The weather having now become much colder, and the days very short, or rather no day at all, they began to stave some empty casks which they had left there the year before, which they did to the extent of one hundred tons, at least; they also made use of some planks, and two old coolers for cooling oil, and whatever they thought might be spared without detriment to the next year's voyage. They thus collected all the firing they possibly could, with the exception of the shallops and coolers, the destruction of which might have materially affected the success of the next year's voyage, to the great injury of the company, whose advantage these men, being their servants, invariably consulted. Considering the length of time they were likely to remain in this dreary situation, they felt the necessity of husbanding their stock as much as possible; to effect which, they soon discovered the following method. When they raked up their fire at night, with a large quantity of ashes and embers, they put a piece of elm-wood into the middle of it, which, after lying sixteen hours, they found, upon breaking it up, that it was all on fire: this method they regularly continued, and their fire never went out for about eight months.

Being now provided with as good a habitation as they could reasonably expect, and a fair supply of fuel, a small quantity of drift-ice appeared in the sound, on the 12th of September: on a piece of this ice they discovered two sea-

horses asleep, and instantly launching one of their boats, they hastened to attack them: after rowing some time, they came so near that the shallop touched one of them, when Fakeley struck a harpoon into the old one, which the rest soon dispatched with their lances. The younger, being unwilling to leave her dam, continued to swim about the boat till they also killed her with their lances. They then hauled them into the boat, and rowing ashore, flayed their prizes, and cut them into pieces. On the following day they also killed another in the same manner.

The night had now increased so much, and the cold became so intense, that they lost all hope of obtaining any more provisions before the spring, as they could only now and then expect to kill a bear that might chance to straggle near them.— Having, therefore, taken a more accurate survey of their stock of provisions, which they found much too small for their company, and the time they had to remain, they agreed to come to an allowance, to stint themselves to one reasonable meal a day; and on Wednesdays and Fridays to allow themselves only the fritters or greaves of the whale, which was a very loathsome food; and on this diet they continued for about three months.

Their clothes and shoes were by this time worn to pieces, and it was therefore necessary to invent some method of repairing them. This they effected by contriving thread of rope-yarn, and needles of whale-bone. The nights were now very long, and by the 10th of October, the cold was so intense, that the sea was frozen over. Being thus prevented from pursuing their usual occupations, and having nothing upon which to exercise their minds, their imaginations began to be harassed with a thousand distressing ideas. They had now more than sufficient leisure to bewail their miserable condition, to reflect on their separation from their wives and children, and to imagine how afflicting to them and to their parents must be the thought of their fate. At other times they cheered themselves with the consolation that their friends might derive from the hope that it would please the Almighty to preserve them till the following year. Sometimes they varied their griefs, now complaining of the cruelty of the master of their vessel who left them in these distresses, and then not only excusing, but lamenting both him and his company, as they feared they might have been overtaken by the ice, and thus miserably perished.

Tormented thus in mind with doubts, fears, and griefs, and in body with hunger, cold, and want, the hideous monster despair began now to present himself to their imaginations in his most terrible form, and endeavoured to seize them as its prey. Reflecting, however, that they ought not to give themselves too much to grief, they redoubled their prayers to the Almighty for strength and patience in their miseries, and by his blessing, banishing these desponding thoughts, they again cheered themselves up to use the best means for their preservation.

On again inspecting their provisions and dreading lest their fuel should fail them, they thought it best to roast half a deer every day, and stow it in hogsheads, leaving as much raw as would serve them to roast a quarter every Sunday, and the same for Christmas-day, and other such like occasions.

To their great mortification they found that all their whale fritters were almost spoiled by the wet, which they had taken; and had grown mouldy by lying so close together. They also discovered that they had not a sufficient quantity of bear and venison to allow themselves five meals a-week, as heretofore; they therefore abridged their stomachs of another meal, so that for three months afterwards they fed three days in the week on the unsavoury and mouldy fritters, and feasted the other four on bear and venison; and, to add to their distresses, they not only were in want of meat, but began now to want light also: all their meals were suppers; even the glorious sun, as if unwilling to behold their miseries, concealed his face under the sable veil of the darkest night.

From the 14th of October, to the 3rd of February, they never saw the sun, nor did he, during that period, ever appear above the horizon. The moon, however, when not obscured by clouds, shone both day and night as bright as she appears in England. The sky, it is true, was frequently very much overcast all the winter time, so that they could not always see the moon so well, nor discern in what point of the compass she was. They had, indeed, a kind of daylight which glimmered upon them about eight hours a day; this was in October; but from that time till the 1st of December, even that light was shortened ten or twelve minutes a day. From the 1st to the 20th of December, there appeared no light at all; but that whole period was one continued night; all they could perceive was, that now and then, in clear weather, a glare of white, like the dawn of day, appeared towards the

south; but not any light. This continued to the 1st of January, when they could perceive that the day began to increase a little.

During this period of darkness, they could not tell with certainty when it was day or when night, excepting by an observation which Pelham, the gunner's-mate kept, in the following manner. First bearing in mind the number of the epact, he made his addition by a day supposed, though not absolutely to be known, on account of the darkness, by this he judged the age of the moon, and kept such an account of the time, that when, afterwards, the ships arrived, and they met their countrymen, he could tell them the day of the month as exactly as they could tell him.

At the beginning of the dark and irksome season, they sought some means of preserving a light. This they accomplished, when, having found a piece of sheet lead over the seam of one of the coolers, they ripped it off and made three lamps of it. These they supplied with oil, which they found in the cooper's tent, and making wicks of rope-yarn, they kept them continually burning, which was a great comfort to them in their extremity.

Thus, although they neglected nothing that could contribute to their preservation, yet they could not secure themselves from that depression of spirits which was naturally produced by the reflection on their wretched condition. In the painful feeling of their misery, they sometimes indulged in reproaches against those who had involved them in such distress, but at other times they considered it was a punishment for their former wicked lives, and humbling themselves before the mighty hand of God, they cast themselves down in prayer, two or three times a day, which was a practice they continued during the whole course of their misery.

The new year now commenced, and as the days lengthened the cold increased, till at length it became so intense, that it raised blisters on their flesh, as if they had been burned; and if they touched iron it would adhere to their fingers, like bird-lime. Sometimes, if they only went out to fetch a little water, the cold would seize them in such a manner that they would return with their bodies as sore as if they had been cruelly beaten.

During the early part of the winter, they found water under the ice that lay upon the beach. The water issued from a cliff of ice and ran into a hollow in the beach, where it was

covered with a thick ice, which they daily broke with pickaxes at a certain place, and took as much water as they wanted for drinking. This continued till the 10th of January, when they were obliged to make shift with snow-water, which they obtained by putting hot irons into the snow, and this was their drink until the 20th of May.

By the end of January the length of the days had increased to seven or eight hours. About this time they took another survey of their provisions, which they found to be so short that they could not expect them to last above six weeks longer. This again filled them with apprehensions of famine; but, as in all their other extremities, they had recourse to the great Father of all, whom they knew could help them, although at that time they saw no room for hope.

In this manner they passed their time till the 5th of February, which, though a fair clear day, proved intensely cold. It was near noon when the clouds which had obscured the morning sky being dispersed, Aurora, with her golden face, once more smiled upon them. The glorious sun with his glittering beams began to gild the tops of the lofty mountains, and the whiteness of the snow lit up the brilliancy of the sun's rays, afforded the most cheering and animated spectacle; and, to add to their joy, they observed a she-bear with a cub approaching their habitation, on which, seizing their lances, they sallied forth to meet her. The old one soon discovered and hastened towards them, but they gave her such a gallant reception with their lances, that she fell down biting the snow with rage, but the cub ran away and escaped. The weather was so intensely cold that they could not remain out any longer; retiring, therefore, to the tent, they first warmed themselves, and then returned to secure their prize. Having flayed her, they cut the carcase up into pieces of about a stone weight, one of which served them for their dinner, and upon this bear they lived for three weeks. It proved to be very good eating, and even better than the venison: but upon eating the liver, their skins peeled off, though it is a remarkable circumstance, that several who were ill before eating of the liver, recovered their health immediately after.

This supply being exhausted it became absolutely necessary to seek some other provision, or to begin upon their cask of roasted venison, which they were very unwilling to do, for fear it should be consumed before the fleet arrived from England. These fears, however, were soon banished, as their

habitation was soon visited by great numbers of bears. They counted, at different times, at least forty of these animals, of which they killed seven, one on the 2nd of March, another on the 4th, and on the 10th, one of extraordinary size, being not less than six feet in height. These they flayed and roasted on wooden spits, as they had no other kitchen furniture, except a frying-pan which they found in the tent; and the flesh proved to be as good savoury meat as any beef could be. Having now a tolerable stock of provisions, they increased their allowance, eating frequently two or three meals a day, which gave them new strength and spirits.

The days had now lengthened considerably; and several kinds of birds, which had deserted those parts during the winter, began to resort thither for the purpose of breeding. On the arrival of these birds, the foxes, which all the winter remain in their burrows under the rocks, make their appearance in search of prey. They set three traps for these animals, baiting them with the skins of the birds which they found on the snow; for the legs of this fowl, which is about the size of a duck, are placed so near the rump, that when once it alights upon the ground, it is seldom or ever able to rise again. In this manner they caught about fifty foxes, all of which they found to be good eating. They also took a bearskin, and laying the flesh side upwards, they made springs of whalebone, in which they caught above sixty of the above-mentioned birds.

On the 16th of March, one of their two mastiff dogs left the tent in the morning, and never returned to them, so that they were ignorant of what became of him.

The weather having grown warm, by the 1st of May, they were able to go abroad in quest of more provisions. They therefore went out every day, but met with nothing till the 24th of May, when, discovering a buck, they thought to have hunted him down with their dog, but he had become so fat and lazy, that he would not pursue the deer. Seeking farther, they found a number of the eggs of the willock, a bird about the size of a duck, but there being only two of them, they could not carry home above thirty. The next day they intended to have returned for more, but it proved so cold, with an easterly wind, that they could not stir out of the tent.

Staying at home, therefore, on the 25th, they that day omitted their ordinary practice in fair weather, of going every

day or every second day, to the top of a mountain, to see whether the main ice in the sound was broken. This had not been the case till the preceding day, when a violent wind coming from the sea, broke the ice, and then shifting to the east, carried it out to sea, and for a great way cleared the sound. The ice, however, still lined the shore to the distance of at least three miles from their tent.

On the 26th of May, they being then all at home, two Hull ships entered the Sound. The master knowing that some men had been left behind the year before, and anxious to learn if they were still living, sent off a shallop, and ordered the men to row as fast up the Sound as possible and then to proceed to the tent by land. Upon their arrival, they found the shallop, which had been hauled from the tent to the water, with the intention of seeking for seahorses, the first fair weather, and equipped with every thing necessary for the expedition; and although they doubted the possibility of any men being able to survive a winter in Greenland, still this sight gave them some room for hope. Taking their lances, therefore out of the boat, they advanced towards the tent.

Those in the tent heard nothing of them, as they were assembled in the inner tent, and about to go to prayers, excepting Thomas Ayers, who was still in the outer tent. The Hull men, on coming up, hailed with the usual seaman's cry, "Hey!" which he answered. This threw them into the greatest amazement; and those within hearing the noise, immediately run out of the tent, all black as they were with the smoke, and their clothes torn to rags with wearing them so long. The uncouth appearance which they presented increased the surprise of the Hull men: but perceiving they were the very men that had been left there the year previous, they joyfully embraced them, and accompanied them into the tent, where these strange adventurers set before their deliverers the best fare they could, which was venison roasted about four months before, and a cup of cold water, which, for the sake of the novelty, they kindly accepted.

Having satisfied, as well as they were able, the numerous inquiries which were made, they agreed to return with the Hull men on board the ship, when they were welcomed in the heartiest and kindest English manner. They remained on board till the arrival of the London fleet, which they were told was expected to arrive the next day.

After waiting three days, which seemed inexpressibly

tedious, so desirous were they of hearing from their wives and children, the London fleet, to their great joy, arrived in the port on the 28th of May. They immediately went on board Captain Goodler's ship, where that gentleman received them in the kindest manner, giving orders that they should have anything in the ship, that might do them good, and renew their strength; and at the same time furnishing them with clothes at his own cost.

After a fortnight's rest and refreshment, they all perfectly recovered their health and strength, upon which the captain sent Fakely, Wise, Ayres, and Goodfellow, according to their desire, to the ship to which they had belonged. It was naturally to be expected that after enduring such hardships, partly through the master's means, they would be as kindly welcomed as the prodigal that was lost and found again; but they had no sooner entered the ship, than he called them runaways, and used other harsh and unbecoming expressions. The others remained with Captain Goodler, from whom they experienced the kindest treatment.

They were now contented to remain in this inhospitable region till the 20th of August, when, with joyful hearts, they embarked for their native land; and though sometimes crossed with contrary winds, they at length came safely to anchor in the river Thames: and thus, by the blessing of God, all eight of them reached home safe and sound.

LOSS OF THE MEDUSE,

ON THE

WEST COAST OF AFRICA.

It is almost impossible for the imagination to conceive a more complicated picture of misery and horror than that presented by the unfortunate crew of *La Meduse*, who took refuge upon a raft. Indeed, there is hardly an instance in the whole history of maritime disaster, which presents, in such fearful association, the black catalogue of miseries and crimes so often attendant

upon accidents at sea. The fierce passions of uneducated man, goaded into madness by desperation, and bursting in fury into acts of mutiny and murder; the gnawing pangs of hunger and thirst, till the exhausted frame, unable to move, is only excited into action by craving for the most loathsome sustenance; the constant exposure to the burning rays of the sun, the chilling winds at night, and unceasing immersion in the sea, till the flesh breaking out in horrible disease, becomes revolting to the sight; these form a picture of human misery so dreadful to contemplate, that the reader becomes naturally incredulous of the possibility of human nature surviving such complicated horrors. It is, nevertheless, a plain statement of facts, unembellished by ornament or fiction.

The French possessions on the west coast of Africa, extending from Cape Blanco to the mouth of the Gambia, having been restored at the general peace, in 1814, an expedition, consisting of a frigate and three other vessels, was sent, in the month of June, 1816, to take possession of them. It was complete in all its parts, as the French expeditions usually are, including men of science, artisans, agriculturists, gardeners, miners, &c. amounting, with the troops, to nearly 400 persons, exclusive of the crews. The naval part was intrusted to M. de Chaumareys, who had the command of the frigate, *La Meduse*, of forty-four guns.

Owing to a very relaxed state of discipline, and ignorance of the common principles of navigation, this frigate was suffered to run aground on the bank of Arguin. Attempts were made to get her off, but it was soon discovered that all hopes of saving her must be abandoned, and that nothing remained but to concert measures for the escape of the passengers and crew. Some biscuits, wine, and fresh water, were accordingly got up and prepared for putting into the boats, and upon a raft which had been hastily constructed; but, in the tumult of abandoning the wreck, it happened that the raft, which was destined to carry the greatest number of people, had the least share of the provisions: of wine, indeed, it had more than enough, but not a single barrel of biscuit.

There were five boats; in the first were the governor of Senegal and his family, in all thirty-five; the second took forty-two persons; the third twenty-eight; the fourth, the long-boat, eighty-eight; the fifth twenty-five; and the jolly-boat fifteen, among whom were four children, and some ladies. The military had, in the first instance, been placed upon the

raft—the number embarked on this fatal machine was not less than 150; making, with those in the boats a total of 397.

On leaving the wreck, M. Corr  ard, geographical engineer attached to the expedition, who had volunteered to accompany his men on the raft, wishing to be assured that proper instruments and charts for navigating it had been put on board, was told by the captain that everything necessary had been provided, and a naval officer appointed to take charge of it; this naval officer, however, jumped into one of the boats, and never joined them.

The boats pushed off in a line, towing the raft and assuring the people on board that they would conduct them safely to land. They had not proceeded, however, above two leagues from the wreck, when they, one by one, cast off the tow-lines. It was afterwards pretended that they broke; had this even been true, the boats might at any time have rejoined the raft; instead of which they all abandoned it to its fate, every one striving to make off with all possible speed.

At this time, the raft had sunk below the water to the depth of three feet and a half, and the people were so squeezed one against another, that it was found impossible to move; fore and aft, they were up to the middle in water. In such a deplorable situation, it was with difficulty they could persuade themselves that they had been abandoned; nor would they believe it until the whole of the boats had disappeared from their sight. They now began to consider themselves as deliberately sacrificed, and swore, if ever they gained the shore, to be revenged of their unfeeling companions. The consternation soon became extreme. Everything that was horrible took possession of their imagination; all perceived their destruction to be at hand, and announced by their wailings the dismal thoughts by which they were distracted. The officers, with great difficulty, and by putting on a show of confidence, succeeded in restoring the men to a certain degree of tranquillity, but were themselves overcome with alarm on finding that there was neither chart, nor compass, nor anchor on the raft. One of the men had fortunately preserved a small pocket-compass, and this little instrument inspired them with so much confidence, that they conceived their safety to depend on it; but this treasure was soon lost to them, as it fell from the man's hand, and disappeared between the openings of the raft.

None of the party had taken any food before they left the ship, and hunger beginning to oppress them, they mixed the biscuit, of which they had about five-and-twenty pounds on board, with wine, and distributed it in small portions to each man. They succeeded in erecting a kind of mast, and hoisting one of the royals that had belonged to the frigate.

Night at length came on, the wind freshened, and the sea began to swell; the only consolation now was the belief that they should discover the boats the following morning. About midnight the weather became very stormy; and the waves broke over them in every direction.

"During the whole of this night," said the survivors, "we struggled against death, holding ourselves closely to the spars which were firmly bound together; tossed by the waves from one end to the other, and sometimes precipitated into the sea; floating between life and death; mourning over our misfortunes, certain of perishing, yet contending for the remains of existence with that cruel element which menaced to swallow us up; such was our situation till break of day—horrible situation! How shall we convey an idea of it which will not fall far short of the reality?"

In the morning the wind abated, and the sea subsided a little; but a dreadful spectacle presented itself—ten or twelve of the unhappy men, having their limbs jammed between the spars of the raft, unable to extricate themselves, had perished in that situation; several others had been swept off by the violence of the waves. In calling over the list it was found that twenty had disappeared.

All this, however, was nothing to the dreadful scene which took place the following night. The day had been beautiful, and no one seemed to doubt that the boats would appear in the course of it, to relieve them from their perilous state; but the evening approached, and none were seen. From that moment a spirit of sedition spread from man to man, and manifested itself by the most furious shouts. Night came on; the heavens were obscured by thick clouds; the wind rose, and with it the sea; the waves broke over them every moment; numbers were swept away, particularly near the extremities of the raft; and the crowding towards the centre of it was so great, that several poor wretches were smothered by the pressure of their comrades, who were unable to keep on their legs.

Firmly persuaded that they were all on the point of being

swallowed up, both soldiers and sailors resolved to soothe their last moments by drinking till they lost their reason. They bored a hole in the head of a large cask, from which they continued to swill till the salt water, mixing with the wine, rendered it no longer drinkable. Excited by the fumes acting on empty stomachs and heads already disordered by danger, they now became deaf to the voice of reason; and boldly declared their intention to murder their officers, and then cut the ropes which bound the rafts together: one of them, seizing an axe, actually began the dreadful work. This was the signal for revolt; the officers rushed forward to quell the tumult, and the man with the hatchet was the first that fell—the stroke of a sabre terminated his existence.

The passengers joined the officers, but the mutineers were still the greater number; luckily they were but badly armed, or the few bayonets and sabres of the opposite party could not have kept them at bay. One fellow was detected secretly cutting the ropes, and immediately flung overboard; others destroyed the shrouds and halyards, and the mast, deprived of support, fell upon a captain of infantry, and broke his thigh; he was instantly seized by the soldiers and thrown into the sea, but was saved by the opposite party. A furious charge was now made upon the mutineers, many of whom were cut down. At length this fit of desperation subsided into egregious cowardice: they cried out for mercy, and asked forgiveness on their knees. It was now midnight, and order appeared to be restored; but after an hour of deceitful tranquillity, the insurrection burst forth anew: the mutineers ran upon the officers like desperate men, each having a knife or a sabre in his hand, and such was the fury of the assailants, that they tore their flesh and even their clothes with their teeth. There was no time for hesitation; a general slaughter took place; and the raft was strewed with dead bodies.

Some palliation must be allowed on account of their miserable condition; the constant dread of death—want of rest and of food—had impaired their faculties; nor did the officers themselves entirely escape. A sort of half-waking dream, a wandering of the imagination, seized most of them: some fancied they saw around them a beautiful country, covered with the most delightful plantations; others became wild with horror, and threw themselves into the sea. Several, on casting themselves off, said calmly to their companions, "I

am going to seek for assistance, and you shall soon see me back again."

On the return of day it was found that in the course of the preceding night of horror, sixty-five of the mutineers had perished, and two of the small party attached to the officers. One cask of wine only remained. Before the allowance was served out, they contrived to get up their mast afresh, but having no compass, and not knowing how to direct their course, they let the raft drive before the wind, apparently indifferent whither they went. Enfeebled with hunger, they now tried to catch fish, but could not succeed, and abandoned the attempt.

"It was necessary, however," said the survivors, "that some extreme measure should be adopted to support our miserable existence; we shudder with horror on finding ourselves under the necessity of recording that which we put into practice; we feel the pen drop from our hands; a deadly coldness freezes all our limbs, and our hair stands on end. Readers, we entreat you not to entertain, for men already too unfortunate, a sentiment of indignation; but to grieve for them, and to shed a tear of pity over their unhappy lot."

The "extreme measure" was, indeed, horrible; for the unhappy men whom death had spared in the course of the night, fell upon the carcasses of the dead, and began to devour them. Some tried to eat their sword-belts and cartridge-boxes, others devoured their linen, and others the leathers of their hats: but all these expedients, and others of a still more loathsome nature, were of no avail.

A third night of horror now approached; but it proved to be a night of tranquillity, disturbed only by the piercing cries of those whom hunger and thirst devoured. The water was up to their knees, and they could only attempt to get a little sleep by crowding closely together, so as to form an immovable mass. The morning's sun showed them ten or a dozen unfortunate creatures stretched lifeless on the raft; all of whom were committed to the deep, with the exception of one, destined for the support of those who, the evening before, had pressed his trembling hands in vowing eternal friendship. At this period, fortunately, a shoal of flying fish, in passing the raft, left nearly 300 entangled between the spars. By means of a little gunpowder and linen, and by erecting an empty cask, they contrived to make a fire; and mixing with the fish the flesh of their deceased comrade, they all par-

took of a meal, which, by this means, was rendered less revolting.

The fourth night was marked by another massacre. Some Spaniards, Italians, and negroes, who had taken no part with the former mutineers, now entered into a conspiracy to throw the rest into the sea. The negroes had persuaded the others that the land was close to them, and that once on shore, they would answer for their crossing Africa without the least danger. A Spaniard was the first to advance with a drawn knife, but the sailors seized and threw him into the sea. An Italian, seeing this, jumped overboard; the rest were easily mastered, and order was once more restored.

Thirty persons only now remained, many of whom were in a most deplorable state, the salt-water having entirely removed the skin from their legs and thighs, which, with contusions and wounds, rendered them unable to support themselves. The remains of the fish and the wine were calculated to be just enough to support life for four days; but in these four they also calculated that ships might arrive from St. Louis to save them. At this moment, two soldiers were discovered behind the cask of wine, through which they had bored a hole for the purpose of drinking it; they had, just before, all pledged themselves to punish with death whoever should be found guilty of such a proceeding, and the sentence was immediately carried into execution, by throwing the culprits into the sea.

Their numbers were thus reduced to twenty-eight, fifteen of whom only appeared to be able to exist for a few days; the other thirteen were so reduced, that they had nearly lost all sense of existence. As their case was hopeless, and as, while they lived, they would consume a part of the little that was left, a council was held, and after a deliberation, at which the most horrible despair is said to have prevailed, it was decided to throw them overboard. "Three sailors and a soldier undertook the execution of this cruel sentence. We turned away our eyes, and shed tears of blood on the fate of these unfortunate men; but this painful sacrifice saved the fifteen who remained; and who, after this dreadful catastrophe, had six days of suffering to undergo, before they were relieved from their dismal situation." At the end of this period, a small vessel was descried at a distance; she proved to be the *Argus* brig, which had been despatched from Senegal to look out for them. All hearts on board were melted with pity at their

deplorable condition. "Let any one," say our unfortunate narrators, "figure to himself fifteen unhappy creatures, almost naked, their bodies shrivelled by the rays of the sun, ten of them scarcely able to move; our limbs stripped of the skin; a total change in all our features; our eyes hollow and almost savage; and our long beards, which gave us an air almost hideous."

Such is the history of these unfortunate men. Of the 150 embarked on the raft, fifteen only were received on board the brig, and of these six died shortly after their arrival at St. Louis.

Of the boats, the whole of which, as we have already stated, deserted the raft soon after leaving the wreck, two only (those in which the governor and the captain of the frigate had embarked) arrived at Senegal: the other four made the shore in different places and landed their people. The whole party suffered extremely from hunger, thirst, and the effects of a burning sun reflected from a surface of naked sand; but with the exception of two or three, they all reached Senegal.

The governor, recollecting that the *Meduse* had on board a very large sum of money, sent off a little vessel to visit the wreck; but as if, it would seem, that no one part of this wretched expedition should reflect disgrace upon another, with only eight days' provisions on board, so that she was compelled to return without being able to approach it. She was again sent out with twenty-five days' provisions, but being ill found in stores and necessaries, and the weather being bad, she returned to port a second time. On the third attempt she reached the wreck, fifty-two days after it had been abandoned; but what were the horror and astonishment of those who ascended its decks, to discover on board three miserable wretches just on the point of expiring.

It now appeared that seventeen men had clung to the wreck when the boats and the raft departed; their first object had been to collect a sufficient quantity of biscuit, wine, brandy, and pork, for the subsistence of a certain number of days. While this lasted, they were quiet; but forty-two days having passed without any succour appearing, twelve of the most determined, seeing themselves on the point of starving, resolved to make for land; they therefore constructed a raft, or float, which they bound together with ropes, and on which they set off with a small quantity of provisions, without oars and without sails, and were drowned. Another, who had

refused to embark with them, took it into his head a few days afterwards, to try for the shore; he placed himself in a hen-coop, dropped from the wreck, and at the distance of about half-a-cable's length from it, sunk to rise no more. The remaining four resolved to die by the wreck; one of them had just expired when the vessel from Senegal arrived; the other three were so exhausted, that a few hours more would have put an end to their misery.

About the time when this dreadful event occurred, the *Alceste* frigate, which had been sent by the king of England with an ambassador on a special mission to the emperor of China, was also wrecked. But how different were the consequences in the case of the English ship to those which occurred in that of the *Meduse*. The two frigates were wrecked nearly about the same time—the distance from the nearest friendly port pretty nearly the same; in the one case all the people were kept together, in a perfect state of discipline and subordination, and every one brought safely home from the opposite side of the globe—in the other case, each seems to have been left to shift for himself, and the greater part perished in the horrible way we have just seen.

LOSS OF THE WINTERTON,

OFF THE

COAST OF MADAGASCAR.

THE following narrative affords to seafaring men a convincing example of the necessity of incessant vigilance, and the danger of trusting in the slightest degree to conjecture when there is any uncertainty. Of what importance is it advancing during the night a few leagues, out of thousands that must be traversed in a voyage, while the indulgence of such impatience may prove the wreck of a noble ship, and the destruction of hundreds of human lives?

The *Winterton*, East Indiaman, commanded by Captain Dundas, sailed from England, in the spring of 1792, with every favourable circumstance that could flatter the expectation of those on board of a prosperous voyage; the ship was

both roomy and sound, and the crew as orderly as ever undertook a voyage to India. Captain Dundas was a commander of experience, had previously sailed to India in the same capacity, and was considered in every respect a good seaman and an able officer.

Nothing of consequence occurred during their passage to the Cape, where they arrived on the 20th of July, and remained till the 1st of August. Having then completed their taking in water, and other necessaries, they sailed at daylight with a fresh breeze which continued two days, when the wind became variable, but it soon returned to its original point.

On leaving the Cape it was the intention of Captain Dundas to take the outward passage to India, but the variable winds obliged him to deviate from his original design; and on the 10th he bore away for the Mozambique Channel. Being baffled for some days with light variable winds and calms, their progress was inconsiderable; but on Sunday, the 19th, a south-west breeze sprung up, which they had every reason to believe was the regular monsoon, as the ship was then in about 27 deg. of south latitude.

Before standing to the northward, Captain Dundas was particularly desirous of making the island of Madagascar, somewhere near St. Augustine's Bay, so that they might avoid the Bassas de Indias, a shoal uncertainly laid down in the charts; and with this view they steered East, by compass, from noon of the 19th until midnight. The captain was then on deck, and altered the course to E.N.E. He had two time pieces, one of which had served him in his former voyage, and by it he had constantly made the land with the greatest degree of exactness. From these and from several sets of lunar observations taken four days before—the whole of which coincided with the time-pieces—he concluded with confidence that at midnight they were eighty miles from the nearest part of the coast.

For about two hours they steered E.N.E., when the captain came again upon deck; and observing the lower steering-sail to lift, he ordered the ship to be kept N.E. by E. The wind at that time was S.S.E., a moderate breeze, the ship going six knots an hour, and a fine clear starlight night.

Every possible attention was paid to the look-out, Captain Dundas himself with a night-glass looking carefully in the direction of the land; but so perfectly was he satisfied of the correctness of his time-pieces, that sounding was never once

mentioned. A little before three o'clock he pointed out the ship's place on a chart, making it upwards of sixty miles from the land; and when he left the deck at three he gave orders to steer at N.E., observing, at the same time, that they could not on that course make more than six miles of casting before daylight, and if they were nearer to the land than he supposed, it was impossible to avoid seeing it before any accident could occur.

The captain had not left the deck above seven or eight minutes, when the ship struck, going between six and seven knots. The shock was scarcely perceptible, except to the man at the helm; the water was perfectly smooth; no breakers or surf were heard; and yet, notwithstanding the clearness of the night, there was no land discernible. The circumstances were particularly unfortunate, it being then new moon and high water.

The jolly-boat and yawl were instantly got out, and found five fathom water not a hundred yards astern; the sails were immediately thrown a-back, and every exertion made to get the ship off, but without success. The kedge-anchor, with a nine-inch hawser, was then carried out into five fathoms, by which they strove to heave the vessel off, but all their efforts were ineffectual. In the next place, the sails were handed, the top-gallantmasts and yards struck, the long-boat got out, the booms rafted alongside, and the upper deck entirely cleared.

Daylight now disclosed to them the dangers of their situation. The ship was on a reef of rocks, about six miles from the land, and within the outer reef, and nearly half-way to the shore was another, which was nearly covered at high water.

The reef on which the Winterton struck, extended as far as they could see to northward, and to the south nearly the length of St. Augustine's Bay. As the tide ebbed the ship beat violently, and began to leak, upon which a party of recruits who were on board were set to the pumps, where they continued as long as they could be of any service. By eight o'clock the rudder was beat off, the sheathing came up alongside, and there were only eight feet water under the bows; but as the vessel then lay comparatively quiet they began to entertain a hope of being able to get her off with the next high tide.

After breakfast they commenced getting the guns overboard,

which was done one at a time by means of the long boat, and they were dropped at some distance from the ship, in order that she might not strike on them when she should again be elevated by the tide: at the same time a party was engaged in heaving up the rudder and securing it alongside. After about half the guns had been got away, a strong surf was occasioned by the sea-breeze setting in fresh, so that the boats could not remain alongside: however, they continued to lighten the ship by throwing overboard such heavy articles as would float; and at high water, about three in the afternoon, they again made every exertion, but in vain, to heave the ship off. Probably it was fortunate for them that they could not succeed in their endeavours, as by this time the leak had gained so much on the pumps, that, had their exertions proved successful, they would have found it impossible to keep the ship afloat, and she must consequently have foundered in deep water.

As the vessel appeared to be irrecoverably lost, it became an object of the greatest importance to provide for the safety of the crew and passengers; and with a view to accomplish so desirable an end, as well as surrounding difficulties would admit, every effort was made to keep the ship together as long as possible. The masts were cut away in order to relieve the ship; and those spars that were saved from the heavy surf were stored up for the purpose of constructing rafts.

Their situation now became melancholy in the extreme; the ship was likely to float a wreck, for all their endeavours could but prove abortive, while every circumstance seemed to combine against them; yet, resolved to do their best, they collected a quantity of beef, bread, liquors, and other necessities, with some barrels of gunpowder, muskets, and whatever was judged most necessary, and put them into the long-boat; but, fearful of the infatuation of intoxication to which sailors are prone, even in such an awful condition, might prove fatal to some of them, they staved every cask of spirits that could be reached.

At sunset the second mate and the purser were sent on shore in the yawl, to seek a convenient place for landing; and the other boats, with some people to watch them, were moored astern of the ship at some distance, to keep them clear from the surf. Captain Dundas observed the latitude at noon, according to which the reef where the ship had struck was about sixty-three miles north of the bay of St. Augustine in the island of Madagascar.

In the course of the evening the captain had the people assembled; and in a short address, wherein he adverted to the situation of the vessel, he directed the route they were to take after getting on shore, and stated the great probability of their meeting with a ship at the bay of St. Augustine's. He particularly insisted on the absolute necessity of paying the strictest obedience to the commands of their officers, at the same time assuring them of his advice and assistance, and concluded by stating it to be his fixed determination to abide by the ship until he was convinced of the impossibility of saving every person on board. This manly address did not fail to produce the desired effect, and it was received with three cheers, and a general promise of acquiescence in his and his officer's commands.

About midnight they were alarmed by the cries of people in distress, and upon repairing to the deck, had the mortification to see the three boats dashed to pieces by the violence of the surf. The wind had increased during the night, which occasioned it to break out much farther than they expected. With feelings of anguish and horror they beheld the poor fellows who had been in the boats struggle to reach the ship, while the violence of the surf seemed to preclude the possibility of their preservation. With the utmost exertion of those on board the ship, they could only succeed in saving three out of ten; whilst many, almost in the act of grasping a rope, were driven far out to sea and perished. They were thus deprived of the only means of reaching the shore; and the same time the ship beat with such violence upon the rocks, that it was doubtful whether she would hold together till the morning. Their consternation and distress during the few remaining hours of darkness must be left to the imagination to conceive, and the horrors of the night were augmented by the ignorance of their real situation.

At daylight, on the 21st, they immediately began to construct rafts of what spars and planks they had, and passed the cables overboard to get at some that were upon the orlop-deck; they also cut the beams of the poop, shored the deck up, and got it ready for a raft. About nine in the morning the yawl, with the utmost difficulty, rowed off from the shore through a tremendous surf, and soon afterwards came within hail, but was desired to keep at a distance, as she could not safely come alongside. Those who were on board her reported that the beach was everywhere covered by a surf as far as

they could see. Soon afterwards the boat returned to the shore, and they saw no more of her for several days. Three or four rafts then left the ship, carrying nearly eighty persons, who succeeded in reaching the shore in safety.

The sea-breeze was this day much stronger than before, and the surf consequently much heavier, which increased towards the evening, till it became so violent, that the hawser, which held the ship-stern to, parted; and about sunset the vessel drove with her broadside upon the rocks, the sea making a complete breach over her. At seven o'clock she parted at the Chestree, when all who remained crowded upon the quarter-deck and poop. Mr. Chambers, the first mate, though repeatedly urged to save his life, remained inactive, declaring his conviction that all his efforts would be ineffectual; and, with a perfect resignation to his own fate, requested every one to provide for his own safety. The ship soon afterwards broke up, when a scene ensued of such misery, destruction, and horror, as has been rarely equalled, and, perhaps, never exceeded. The third, fourth, and fifth mates left the wreck at this instant, on a raft, which they had constructed for the purpose, and were rapidly wafted from their ill-fated ship, beyond reach of the piercing cries of misery, which, issuing from more than two hundred people, involved in the most complicated affliction, may be conceived, but language fails in attempting to portray.

Those on the raft, after driving all night in the expectation that they should soon reach the shore, were most miserably deceived, when, on the approach of daylight, they could not even see land; but, knowing the direction in which it lay, they made strenuous exertions and got on shore about three o'clock on the 22nd.

On journeying to the southward, they found that the poop had driven on shore, with sixty people on it, among whom were five ladies and several gentlemen. They could give no account of the captain; but it was subsequently ascertained from the carpenter, that after the poop went away, the star-board side of the wreck floated, broadside uppermost, when Captain Dundas was washed through the quarter-gallery, and was seen no more.

The rest of the people got on shore, some on pieces of the wreck, and others in canoes, in which the natives came off to plunder the remains of the ship; but it was not till Sunday the 26th that the last of them landed. On mustering the

survivors, it was ascertained that Captain Dundas, Mr. Chambers, three young ladies, and forty-eight seamen and soldiers, had perished. Many articles from the wreck were thrown upon the beach, but the natives secured everything of value, and threatened with death those who attempted to oppose them, and not satisfied with this, they even plundered and stripped the poor destitute creatures whenever they could find an opportunity. This disposition on the part of the natives, together with the loss of their boats, rendered it totally impossible for them to save any part of the treasure or cargo.

In a few days the whole of the survivors arrived at Tulliar, the residence of the king of Baba, where, for some days, they remained in a state of the most anxious suspense for the fate of the yawl, as on that alone depended their most distant hope of relief, as the season was then so far advanced, that it was extremely improbable that any vessel would touch at the bay until the following year. They were, however, soon relieved from their anxiety by the arrival of the yawl in the river Tulliar, when they immediately got her up to the town, and placed a guard over her to prevent the natives from stealing her iron-work, which they certainly would have done had they been at any distance from the king's residence.

A consultation of the officers was now held to consider the best course to pursue under the existing circumstances, at which it was agreed that Mr. John Dale, the third mate, should proceed to Mozambique, and endeavour to procure a vessel and that every person should exert himself to get the boat ready with all possible despatch. Having no tools or other necessary articles, the carpenters could only put a false keel to her; and, with the burthen board, raise her about five inches forwards; but they managed tolerably well with regard to sails; and, fortunately, a compass had been put into the boat on the evening of the 20th of August, and a quadrant had been picked up on the beach: they could not, however, procure a chart, or a single book of navigation, but a small geographical grammar, obtained from one of the soldiers, ultimately proved the means of preserving their lives.

On the 12th of September, their preparations being complete, the third mate sailed, accompanied by the fourth officer, four seamen, and M. de Souza, a passenger, whose knowledge of the Portuguese language was likely to prove of considerable service to them. They made a tolerable progress to the

northward, with a pleasant westerly breeze for about two days, and then the wind shifted to N.N.E. and never came fair again; and what added greatly to their disappointment, was the discovery that their small stock of provisions, consisting chiefly of cakes made of Indian corn, had become quite rotten and so full of maggots, that they had nothing to subsist upon but a few raw, sweet potatoes, and a little sugar-cane, with half-a-pint of water a day for each man. They were obliged to restrict themselves to this short allowance, as although they had about twenty-five gallons of water when they sailed, yet the greater part of it, being contained in calabashes, was lost, from the motion of the boat upsetting and breaking them.

On the 20th of September they made the coast of Africa, in the latitude of 18° S., having been carried by the currents considerably further to the westward than they expected. They had been for three days endeavouring to get to the northward, but the wind still keeping N.E., they were unable to make any progress; and their stock of water decreasing very rapidly, they judged it imprudent to persist any longer in their design of reaching Mozambique, and changed their course to Sofala, a Portuguese settlement, situate in $20^{\circ} 30'$ S. latitude, to which they were directed by the little book before-mentioned.

During the run they put into two rivers, thinking it lay in one of them; and meeting with some inhabitants who spoke Portuguese, they were advised to apprise the governor of their wish to visit that place. The governor, when informed of their situation, immediately despatched a letter with a seasonable supply of provisions, and a pilot to conduct them to Sofala, where they arrived on the 29th of September. Through the aid of M. de Souza, they informed the governor of their late melancholy disaster, and solicited his assistance and advice how to act. He received them with great kindness and humanity, and desiring that they would not think of anything for a few days but recruiting their wasted strength, he furnished them with clothes, of which he observed they stood in great need; but with all his hospitality, there was a certain reserve in his behaviour, for which they did not know how to account. Probably he doubted their veracity, and suspected them to be part of the crew of a French ship, come with the intention of kidnapping the natives; but their ragged and squalid appearance by no means justified such an apprehension.

His suspicions, however, soon vanished, and he then informed them that only one vessel came there annually; that she had sailed about a month before, and would not return again till the following June; adding, that as the N.E. monsoon had set in, it would be impracticable to reach Mozambique then, but that he would give them guides, if they chose, and what was necessary to undertake a journey to Senna, an inland Portuguese settlement, from whence they might have an opportunity of getting to the capital. At the same time, he represented the undertaking in so unfavourable a light, together with the length of time that was likely to intervene before any opportunity might occur of enabling them to proceed any further, that, on mature deliberation, they abandoned all thoughts of it, and directed their attention to a boat belonging to the governor, about the size of an Indiaman's long-boat, and made an application for it. The governor at first made some scruple on account of payment, but Mr. Dale offering to grant a bill on the East India Company for the amount, he declined it, and made them a present of the boat.

With this they intended to proceed to Delagoa Bay, which, with moderate winds, they might have accomplished in a week. They knew that, at that time of the year, some South Sea ships must have been there, as forty or fifty generally arrive in the course of the year; and were they so fortunate as to effect their object, it would not have been a difficult matter to have engaged one, or two if necessary, to transport the people from Madagascar to the Cape of Good Hope, for which place Mr. Dale had been instructed to procure a vessel had he reached Mozambique. In case they should not have succeeded in the first project, they determined to make for the Cape, under the idea that some ship would probably pick them up before reaching it.

Having, through the kindness of the governor, procured everything necessary for their intended voyage, they set sail on the 12th of October, but their ill-fortune had not yet forsaken them. They had been three days at sea, with constant foul winds, and had not proceeded more than forty miles, when they found their boat so extremely leaky, that, with their utmost exertions, they could scarcely keep above water. After various and frequent escapes from imminent danger which they experienced, they regained Sofala, which although at so short a distance, they did not reach until the 20th of October.

Their reception was now widely different from what had attended their first arrival. The governor scarcely deigning to speak to them, sent for Mr. Dale, and Mr. Wilton, the fourth officer; and without so much as inquiring the reason of their putting back, or into what difficulties they had experienced, gave them to understand that he was preparing to despatch some letters to Killeman, and that they must immediately make themselves ready to accompany the person who was to carry them. It was in vain they represented their sickly and debilitated state, occasioned by the various and unremitting fatigues which they had lately undergone—it was in vain that they urged the necessity of rest to repair their broken constitutions and wasted strength—the governor was inexorable and deaf to all their entreaties. They then applied to him for some kind of conveyance, when he offered a kind of palauquin to the two officers, but positively refused any assistance to M. de Souza or the seamen. This was rejected with indignation; and, having provided themselves with some cloth to purchase food for their subsistence on their journey, they left Sofala on the 1st of November.

They were totally at a loss to account for the conduct of the governor, so repugnant to the common feelings of humanity, and so directly at variance with what they experienced at the other Portuguese settlements; but their subsequent knowledge of the governor's character, removed their surprise at his inhospitable behaviour, as it appears that such acts were congenial with his nature.

By the 20th of November they had travelled above two hundred miles through a miserable tract of country, very thinly inhabited, which might perhaps have been the result of the slave trade at Mozambique. Sometimes, in the course of forty miles, there was neither a hut nor a creature to be seen, and to prevent any accident from the numerous wild beasts which infest the country, they took the precaution of surrounding themselves at night with fire. But the excessive heat of the climate and the intense fatigue which they had endured, so totally overpowered them, that they remained for a whole fortnight in the most deplorable state, until the Governor of Senna hearing they were on the way despatched palauquins for them. They arrived there the 6th of December, where every care and attention was paid to them; but notwithstanding they received all the medical attention which the place afforded, Mr. Wilton, a most worthy, active, and

promising young officer, and two seamen, died in a short time after their arrival.

On the first notice of a vessel being ready to sail the remainder of the party left Senna, in a vessel bound for Killeman, where they arrived in a few days. From thence they embarked on board a sloop, and on the 12th February, 1793, Mr. Dale, and M. de Souza, reached Mozambique, being five months after sailing from Madagascar.

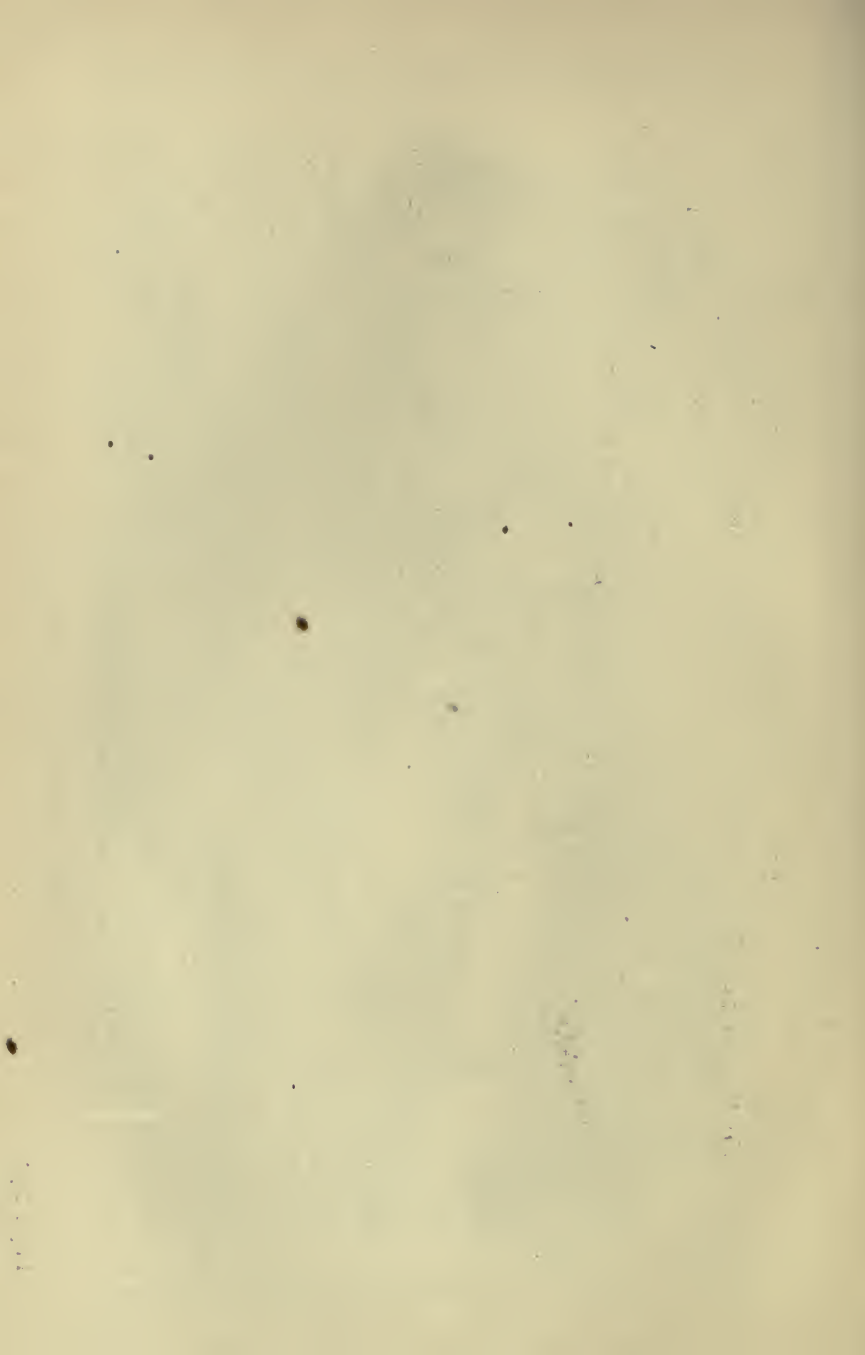
On their arrival they immediately waited upon the governor, and detailed to him the loss of the Winterton, as well as every circumstance which had occurred to them since they departed from the island of Madagascar. Mr Dale also informed him, that he had been deputed by his unfortunate friends and shipmates to solicit the aid of the Mozambique government in their behalf, and prayed him, no less in his official than his individual capacity, to send a vessel for the relief of those in whose behalf his assistance was entreated. To this appeal the governor replied, that he felt every inclination to afford them the assistance they craved; but that he was prevented from fulfilling his intentions by reason that there was no ship belonging to Her Majesty the Queen of Portugal then in the harbour. In this situation of affairs, Mr. Dale considered himself empowered, from his official employment, to freight a private vessel to the island of Madagascar; which the liberal conduct of the governor enabled speedily to equip for the intended voyage.

As a French vessel was about to sail to the Mauritius, on board of which M. de Souza intended to take his passage, Mr. Dale embraced the opportunity of entrusting to his care official letters to the East India Company as well as to the different presidencies in India. In these he informed them of the melancholy loss of the Winterton, and the various exertions that had been made to alleviate the sufferings of the survivors, and to lessen the burden of those sorrows in which he had left them involved.

Mr. Dale sailed from Mozambique on the 1st of March, and after a tedious passage of twenty-three days anchored in Saint Augustine's Bay, in Madagascar; from whence he immediately repaired to Tulliar, to apprise his unfortunate companions that a vessel was arrived and ready for their reception: but it is impossible to depict the miserable state in which he found the whole of the survivors. Overwhelmed with despondency, their calamities had increased by the attacks of a malignant



The Loss of the Winterton.



fever; and as no kind of surgical stores had been saved from the wreck, they were entirely destitute of medicines to alleviate its baleful effects; and being deprived likewise of the necessaries of life to which they had been accustomed, the number of people, including passengers, was reduced to one hundred and thirty, although nearly double that number had been saved from the wreck.

Under circumstances so peculiarly severe, such was their emaciated condition that it was ten days before the embarkation of the survivors was completed, though every exertion was made to expedite so desirable an event. At length they sailed from Madagascar on the 3rd of April, and on the 11th arrived at Mozambique, having lost seven people by the way, two of whom were passengers.

They experienced a most flattering reception from the governor and inhabitants of Mozambique whom their forlorn condition inspired with sentiments which do honour to humanity. They prepared an hospital for the reception of the sick, and vied with each other in soothing and unremitting attention to the ladies: but although the sick received every medical assistance that could by possibility be procured, yet the insalubrious climate of Mozambique so retarded the re-establishment of their health, that during a stay of two months about thirty of them died, while the sickness of the survivors continued.

As no ship belonging to the Portuguese government had arrived in the harbour, the governor was still as unable to afford them a vessel for their conveyance as on their former requisition. Mr. Dale, therefore, in conjunction with Mr. Dunn, the purser of the Winterton, and Lieutenant Brownrigg, of the 75th regiment, was reduced to the alternative of again freighting a private vessel in the name of the East India Company, in order to transport them to Madras.

On the 10th of June they sailed from Mozambique, and on the 13th anchored at Joanna, with the intention of procuring provisions and other necessaries, which having accomplished, they left the island on the 19th, having experienced from its generous inhabitants every aid that was in their power, and every attention which humanity could dictate. It was at this period that they concluded all their difficulties surmounted, and a fond but delusive hope beginning to dawn upon their minds, that they anticipated a safe and expeditious passage to Madras, when on the 7th of July, in 5° 40' N. lat.

and 63° E. long, they were captured by *Le Mutin*, a privateer, from the Isle of France. To increase their vexatious disappointments, they were till this time entirely ignorant of the commencement of hostilities between Great Britain and France.

The people of the privateer took Mr. Dale, Lieutenant Brownrigg, and twenty-two seamen and soldiers on board their vessel, and put an officer and a number of their own men on board the captured vessel, with orders to conduct her to the Mauritius with all possible despatch. The privateer immediately proceeded on her cruise, during which the distress occasioned by their accumulated misfortunes was in a slight degree alleviated by the polite attention of the French captain and his officers. She continued cruising until the 15th of July, when she entered the road of Tutecorin, where she fell in with, and engaged a Dutch East Indiaman, the *Ceylon*, commanded by Captain Muntz. After an engagement which lasted about fifteen minutes, the Dutchman proved victorious, and the privateer struck, to the great satisfaction of the unhappy prisoners.

Our old allies were happy in the opportunity of liberating Englishmen from confinement; and Captain Muntz insisted upon their partaking of a handsome entertainment on board the *Ceylon*, during which he was informed of the principal circumstances, of their heavy and repeated misfortunes. They then repaired to Callancoetah, where they remained till an order arrived to prepare a large boat for their conveyance to Madras, at which place they arrived in perfect safety on the 20th of August, 1793, being exactly twelve months since their unfortunate shipwreck.

At Madras Mr. Dale embarked, with some of his unhappy friends, on board the *Scorpion* sloop of war, homeward bound. Nothing material occurred during the passage, excepting that they were chased by a French frigate, and experienced foul winds and repeated calms, by which their progress was so retarded, that it was generally supposed that the *Scorpion* had either foundered at sea, or had been taken by the enemy. At length, however, they arrived in safety on British ground, and so eager were the poor fellows to see their different relatives that they got on shore at the Land's End, having first received protections from impressment from the captain of the sloop.

Of the fate of those who remained on board their own vessel when taken by *Le Mutin*, and ordered to steer to the

Mauritius, no intelligence has ever been received in this country, notwithstanding the most diligent search was set on foot by direction of the East India Company, in order to ascertain it.

LOSS OF THE DODDINGTON,

NEAR THE

CAPE OF GOOD HOPE.

THE Doddington, East Indiaman commanded by Captain Samson, sailed from the Downs, April 23rd, 1755, in company with the Pelham, the Houghton, the Edgecourt, and the Streatham, all in the service of the East India Company. They cleared the channel in about a week from their departure, during which Captain Samson discovered that his ship sailed faster than any of the others; and, unwilling to lose the superiority by keeping company with them, he stood on alone, and soon lost sight of them.

On the 20th of May, he made Bonavista, one of the Cape de Verd Islands, in 16° of north lat., and on the 21st got into Porto Pryor (Praya) Bay. It now appeared that either he had been mistaken in supposing that his ship out-sailed the rest of the fleet, or that he had lost time by the course he had been steering, for the Pelham and the Streatham had reached the bay two days before him. The Houghton arrived soon afterwards; but the Edgecourt did not come in until the 26th.

On the 27th, the Doddington, Houghton, Streatham, and Pelham, having taken in their supply of water, proceeded on their voyage in company, leaving the Edgecourt in the road. They continued together until the following day, when Captain Samson, thinking their course far too easterly, ordered the Doddington to be kept south; and after a fine run of seven weeks, she made the land of the Cape of Good Hope.

On the 5th of July, their departure was taken from Cape Needles, just after doubling the Cape of Good Hope, and the vessel having steered eastward about twenty-four hours, between lat. $35^{\circ} 30'$ and 36° , the captain ordered her to be kept E.N.E. In this course she continued till about a quarter

before one on the morning of Thursday the 17th of July, when she struck.

The officer from whose journal were taken the materials for this narrative, was at the time of the accident asleep in his cabin; but being suddenly awakened by the shock, he started up in the utmost consternation, and hurried upon deck, where all the terrors of his situation rushed upon him at once. The men were dashed overboard by the violence of the sea rolling over them, and the ship breaking to pieces at every stroke of the surge. On crawling over to the larboard side of the deck, which lay highest out of the water, he found the captain, who said that in a very little time they must all perish; in a few minutes a sea parted them, and he saw him no more. He managed, by dint of great exertion, to get back to the quarter-deck, though he was very much bruised, and had the small bone of his left arm broken; the other portion of the ship being under water, and completely shattered to pieces.

In this dreadful situation, when every minute he expected would be the last of all that yet remained, he heard the welcome cry of "land!" and looked eagerly about him; but notwithstanding he saw something which he supposed had been taken for land, he believed it was only the surge of the sea on the other side of the breakers. At the same instant, the sea broke over him with such violence, that it not only forced him from his hold, but stunned him by a violent blow on the eye. The effect of the blow was such, that he lay insensible till after daylight: but he still continued on the wreck, and on recovering found himself fixed to the plank by a nail that had been forced into his shoulder. Besides the pain of his wounds and bruises, he was so benumbed with cold, that he could scarcely move either hand or foot. He now observed that several of the crew had been enabled to get on the rocks which were near, and he called out to them as loud as he could; but they were not able to give him any assistance, so that a considerable time elapsed before he was capable of disengaging himself from the wreck and getting ashore.

This shore was a barren uninhabited rock, situate in 33° 44' south lat., and distant about 250 leagues east of the Cape of Good Hope; and upon it were assembled Mr. Evan Jones, the chief mate; Mr. John Collet, Mr. William Webb, and Mr. S. Powell, second, third, and fifth mates; Richard Topping,

carpenter; Neil Bothwell and Nathaniel Chisholm, quarter-masters; Daniel Ladova, captain's steward; Henry Sharp, surgeon's servant; Thomas Arnold, a black, and John M'Dowal, servants to the captain; Robert Beaseley, John Ding, Gilbert Cain, Terence Mole, Jonas Rosenbury, John Glass, Matthew Taylor, and Hendrick Scanty, seamen; Mr. John Yets, midshipman; and John Lister, Ralph Smith, and Edward Dysoy, mattresses. These persons, in number twenty-three, were the only survivors of 220 that were on board when the ship struck.

Their first care was to search for some covering among the things that had been thrown on the rocks from the wreck, and in this they succeeded almost beyond their expectations; but the attainment of fire, which was their next necessity, was not easily accomplished. Some of them made an unsuccessful attempt to kindle two pieces of wood by rubbing them together, while others diligently searched the rocks in anxious endeavours to find something that might act as a substitute for flint and steel. After some time, they found a box containing two gun-flints and a broken file, which was a most joyous acquisition, though they were still destitute of anything that would kindle from a spark, and until a substitute for tinder could be found, the flint and steel were useless. A further search became therefore absolutely necessary, when by dint of great perseverance, they discovered a cask of gun-powder, which, to their great disappointment, proved to be wet; but on a more narrow inspection, they found a small quantity at the bottom that had suffered no damage: and some of this bruised on a linen rag, served them very well for tinder.

A fire was soon made, and the bruised and wounded collected round it, while the others went in search of further necessities, without which the rock would have afforded them but a very short respite from destruction. A box of wax candles and a case of brandy were the first brought in, and soon afterwards another party returned, stating that they had discovered a cask almost full of fresh water, which was of greater consequence than the spirits. Mr. Jones brought in several pieces of salt pork; and others arrived driving seven hogs before them, which had been taken on shore alive. They could also see, at some distance, several casks of water, flour, and beer; but it was not then possible to get them over the rocks.

It now became necessary to provide some shelter for the

approaching night; all hands were therefore employed in making a tent of some canvas that had been cast ashore: but the quantity was so small that the tent would not hold them all, and for fear of being overflowed, they were obliged to erect it on the highest part of the island, which was covered with the dung of a water-fowl, a large species of gannet, that much frequented it. They had passed the day without food, and were now deprived of rest during the night; for not only had they sunk a foot deep into the dung, but the wind was so tempestuous that their fire was scattered, and before they could collect the embers, the rain extinguished them. On renewing their search in the morning, they found, to their great mortification, that all the casks which they had seen the preceding night, with the exception of one of flour, and another of beer, had been staved against the rocks. These, however, they secured; but the tide flowing up soon after, interrupted their proceedings; they were therefore called together to eat their first meal, and some pork was boiled for their dinner.

Sitting down thus desolate and forlorn to a repast which they were wont to share in the convivial cheerfulness which is inspired by the consciousness of plenty, they were so struck by the sense of their present condition, that they burst into passionate exclamations, and wringing their hands, looked around them in all the wildness of despair. As their thoughts amidst such tumultuous emotions naturally hurried from one subject to another, in quest of some source of comfort, it was suggested by one of them as a ground of hope for them all, that as the carpenter was among them, he might build a strong sloop, provided he could obtain some tools and materials. All attention was immediately directed towards the carpenter, who declared his belief that if tools and materials could be found, he should be able to build a sloop that would carry them to a port of safety; and though at that time they entertained no prospect of procuring either, nor of being able to victual such a vessel, had it been built, yet no sooner had they rested their deliverance but one remove beyond total impossibility, as they seemed to think it neither improbable nor difficult; they began to eat without repining, the boat engrossed their whole conversation, and they not only debated on her size and rigging, but to what port they should steer, whether to the Cape or Delagoa.

As soon as their repast was finished, some remained to

mind the tent, while the rest eagerly dispersed in search of materials for their projected sloop, but they did not succeed in finding any that day.

On Saturday, the 19th, they secured four butts of water, one cask of flour, one hogshead of brandy, and a small boat, which had been thrown up by the tide in a shattered condition, but no tools were found with the exception of a scraper. Next day they had the good fortune to discover a hamper containing files, gimlets, sail-needles, and an azimuth compass-card; they also found two quadrants, a carpenter's adze, a chisel, three sword blades, and a chest of treasure. As a prodigious surf was rolling in all the day before, it was reasonable to expect that something would be thrown up, and search was consequently made early in the morning. At ten o'clock all assembled to prayers, and not going out again till after dinner they found most of the government and company's packets, which they carefully dried and laid aside.

While searching about the beach, they found the body of a female, which they recognized to be that of Mrs. Collet, the wife of the second mate, who was then himself at a little distance; and knowing the mutual affection which subsisted between this couple, Mr. Jones, the chief mate, walked up to Mr. Collet, and engaging him in conversation, took him to the other side of the rock while his companions dug a grave, to which they committed the body after reading the burial service from a French prayer-book which had been washed ashore with the deceased.

Having thus paid the last tribute to one of their unfortunate number, and concealed from their unhappy messmate a sight which would have sensibly, if not fatally, affected him, they found means in a few days to gradually disclose to him what they had done, and restore to him the wedding ring which they had taken from her finger. He received it with great emotion, and afterwards spent many days in raising a monument over her grave, by piling up all the square stones he could find, and fixing an elm plank at the top, inscribed with her name, her age, the time of her death, and some account of the fatal accident by which it was occasioned.

On Monday, the 20th of July, they recovered some more water and pork, also some timber-plank, canvas, and cordage, which they joyfully secured for the projected boat, though still in want of many implements indispensable for the carpenter to proceed with his work. He had just completed a

saw, though he had neither hammer nor nails; it happened, however, that one of the seamen, Hendrick Scanty, a native of Sweden, and who had been a smith by profession, having picked up an old pair of bellows, told his companions that by the aid of a forge, which they could build by his directions, he could furnish the carpenter with all necessary tools as well as nails, as plenty of iron could be obtained by burning it out of pieces of the wreck driven ashore. The smith began immediately to mend the bellows, and the three following days were occupied in building a tent and forge, and in collecting timber for the use of the carpenter, who was also employed in preparing the few tools already in his possession, that the boat might be begun as soon as possible.

On Thursday the 24th, the carpenter, with the assistance of Chisholm, the quarter-master, began to work on the keel of the vessel, which it was determined should be a sloop thirty feet in length, by twelve in width. The smith also finished his forge, and laid in a quantity of fir for fuel; and he and the carpenter continued thenceforward to work with indefatigable diligence, except when prevented by the weather. The smith having, fortunately, found the ring and nut of a bower-anchor, which served him for an anvil, supplied chisels, axes, hammers, and nails, as they were required, and the carpenter used them with great dexterity and despatch until the 31st of the month, when he fell sick.

The lives of the company being so dependent on the carpenter's exertions, they watched his recovery with the utmost impatience and anxiety, and to their unspeakable joy he had so far recovered on the 2nd of August, as to be able to resume his work. In the meantime the stores which had been saved from the wreck had become so nearly exhausted, that it was necessary to restrict each man to an allowance of two ounces of bread a-day, as it was resolved to keep the salt-pork to victual the new vessel which was preparing. Their water also fell so short, that they were obliged to have recourse to several expedients. In digging a well, they were disappointed in their hopes of finding a spring. They succeeded in knocking down several of the gannets that settled on the top of the rock; their flesh, however, was of a rank, fishy taste, and as black as a sloe. As another expedient, they made a catamaran, or float, on which they proposed to go out fishing with such hooks and lines as had come ashore. They also killed several seals, but all who partook of them were seized with sickness.

When driven to very great necessity, they killed a hog; but they were generally successful in fishing, and sometimes sent out two rafts at a time. On one occasion, Mr. Collet and Mr. Yets, the midshipman, while engaged in this manner, were driven nearly out to sea, where they must inevitably have perished. They had been out fishing on the 20th of August, until about four in the afternoon, when they weighed and endeavoured to return; but the wind suddenly freshening from the westward, they found that instead of gaining a-head, they drove off very fast. Their companions on shore, though they saw their distress, knew not how to assist them; they, however, sent out another float with kellicks and ropes, which they hoped would enable them to ride till the wind moderated, but the surf was so great that three times the raft overset, and the men were obliged to swim back. All this time they saw their friends driving out to sea, and were just resigning them to certain destruction, when the carpenter sent word that he could make the little boat tight enough to float, with one man bailing. This inspired new hopes and gave them fresh courage, and every one was ready to venture to assist their comrades. The carpenter despatched the boat in a quarter of an hour, and she soon overtook the float and received the two people on board. This additional burden caused the water to gain so fast on the boat, that notwithstanding the utmost exertions, she was so full when they came in, that in a few minutes more the boat must have sunk, and all have perished.

This accident made them afraid to venture any more upon a raft, and the carpenter set to work upon the boat and put her into complete repair. Their supplies, both from sea and shore, became now very precarious; the gannets would sometimes settle in amazing numbers, like a vast cloud, and then totally disappear for several days together, which made them very desirous of finding some way to preserve them from putrefaction, so that they might store up the surplus of a successful day to serve when they could catch neither gannets nor fish. They made several unsuccessful attempts to cure both fish and fowl, by smoking; they then tried to make salt, and which very nearly proved fatal to them all. The smith had made a copper vessel for the experiment, upon which they commenced operations, ignorant of the fact that in making salt they were making verdigris, a virulent poison. They, however, succeeded in making salt, which was so intolerably

offensive to the taste, from the admixture of the poison, that they threw it away; some few, however, who ventured to swallow it were seized with violent colic, retchings, and cold sweat, which sufficiently convinced them of the danger they had escaped.

On September 3rd, having been nearly seven weeks upon the rock, during which time they had frequently seen a great smoke upon the mainland, these unfortunate people determined to send a boat thither to see what assistance could be obtained. For this purpose Taylor, Bothwell, and Rosenbury, set out on a voyage of discovery, the people making a great fire at night on the highest part of the rock, as a signal to them.

During the absence of these adventurers, they were thrown into the greatest possible consternation by an accident which the carpenter met with. He cut his leg with the adze so severely, that there was great danger of his bleeding to death, particularly as they had no surgeon among them, nor anything to apply to the wound. With much difficulty the blood was at length staunched, and the wound healed without the intervention of any bad symptom.

The boat was impatiently expected on Saturday, the 6th of September, as there had been above forty hours of fair weather; but nothing being seen of her by noon, the people became very uneasy. Just as they were sitting down to dinner, they were agreeably surprised by two of their own number, who came running over the rocks to announce her approach. At this joyful intelligence they simultaneously started up and ran to the beach, in the confident hope that they had succeeded in their enterprise; but they soon discovered that the boat was rowed by only one man, who plied both oars, and consequently concluded that the other two had been lost or detained. Presently, however, another was seen to rise from the bottom of the boat, and their speed was a little increased.

Dinner was now entirely forgot, and all was impatience for the arrival of their companions, which took place about an hour afterwards. The two men were Rosenbury and Taylor, who, the instant they had landed, threw themselves on the ground, and in fervent ejaculations returned thanks to the Almighty for his providential care in bringing them back to the rock, which, barren and desolate as it was, they considered an asylum from a more distressing situation. They exerted their last effort to bring the boat to the shore, when their

strength forsook them at once, and they were unable to rise from the ground without assistance.

Every one was anxious to procure them refreshment as soon as they were brought into the tent, as they found the boat destitute both of provisions and water. Some fish was hastily cooked, and as soon as they had had their meal, they fell into a sound sleep, which, to the credit of their messmates, they did not disturb, although their curiosity must have been great, to hear a relation of their adventures, upon which their own deliverance so much depended.

The account which they gave, when they awoke, was to the following purport:—

About three o'clock on the day of their departure, they got round a point about six leagues to the eastward of the rock, which, as they approached, had the appearance of a double point. This gave them some encouragement to hope that they should find a harbour between the two points; but they were disappointed, as a high surf ran along the coast. About five o'clock they ventured to pull into the shore, but the moment they got into the surf the boat was upset, by which Bothwell was unfortunately drowned. They reached the shore in a very exhausted condition, being destitute of everything but a small keg of brandy. On recovering a little, they crawled along the shore in search of the boat, as they had no other shelter from wild beasts, which might be expected to come abroad at night, and after some search found her; but they were too weak to get her up, and were obliged to lie down on the sand with no other covering than the branches of a tree.

In the morning they again searched for the boat, which the surf had driven from the place where they left her, and in walking along the coast they saw a man who, on their approach, ran away into the woods. Soon afterwards they discovered their unfortunate companion, Bothwell, who had been dragged some distance up the sand and mangled by some wild beast; which so terrified them, that rather than undergo the dread of passing another night on shore, they resolved to turn immediately.

They were, however, prevented, by a fresh gale from the west, that, before they could put back, overset the boat and drove them along the shore; but once more, after much struggling and swimming, they got safe on land, exhausted by their exertions, and faint with hunger. Soon afterwards they met with a fruit resembling an apple, which they eagerly de-

voured without knowing either its name or quality; but fortunately, it did them no harm: and, somewhat refreshed by their repast, they managed to get the boat on shore, where turning it keel upwards, they crept under it to sleep.

Wearied by their late fatigues, they slept till the dawn of day next morning, when peeping out from under the edge of the boat, they saw the feet of many animals which by their claws, they supposed to be tigers, and which induced them to remain until the day had well broke, whence, once more looking out, they saw the feet of a man. On this discovery, they crept from below, to the great amazement of a poor savage, and two other men and a boy, who were at some distance. When they had all collected, and were a little recovered from their surprise, the savages made signs to the sailors to go away, which they endeavoured to do, though they began to move very slowly; but they had not got far from the boat when a considerable number of the natives ran down upon them with their lances. Rosenbury, as he went along, had picked up the mast of the boat, and a pistol which had been washed ashore, and thus armed, he imprudently turned round upon the natives and, exerting all his strength, advanced towards them in a threatening attitude, supposing they would have been frightened, and retreat into the woods. It happened, however, that he was mistaken, for, instead of running away, they began to whet their lances.

Taylor thought it was now time to try what could be done by supplication, and, throwing himself upon his knees, pitiuously cried for mercy, while Rosenbury took refuge in the water. The savages commenced stripping Taylor, who quietly permitted them to take his shoes and his shirt; but when they attempted to take his trousers, he entreated them, by gestures, not to leave him quite naked, on which they thought fit to desist. They then made signs to Rosenbury, who was all this time swimming about in the sea, to come to them, and on his refusal, from the fear of their killing him, they pointed to Taylor, to intimate that he had not been killed. On his coming up, they offered him no violence, but only held the boat's mast and the pistol to him, as deriding his attempt to frighten them. The clothes they seemed very much pleased with, and divided them amongst themselves as far as they would go; then beginning to rifle the boat they took away the rope they could find, the hook by which the rudder hung to the stern-post, and then began to

knock the stern to pieces for the iron which they saw about it. With the exception of absolute destruction to these hapless mariners, this was the greatest calamity they could sustain; and, rough as they were they burst into tears, and entreated the savages with such agony of distress to spare their only chance of regaining their friends, that they suffered the boat to remain without further injury.

Encouraged by such an appearance of kindness, and impelled by hunger, they solicited for something to eat, with which request the natives complied; and having brought them some roots, again made signs for their departure. With the assistance of the savages, they once more launched the boat and got into it; but the wind blowing strong from the west, they could not put off. The natives therefore consented to their remaining another night under the boat; and the following morning proving fine, with an easterly wind, they launched the boat for the third time, and returned to their companions on the rock.

The carpenter and the smith continued with praiseworthy assiduity at work upon the vessel till Sunday, the 29th of September, the people, in the meantime, being busy in securing such stores as were from time to time thrown up from the wreck. They also recovered some casks of fresh water which they were solicitous to keep for sea store, as their escape depended as much upon fresh water, as upon the vessel which was to carry them.

After prayers, which was a duty regularly and publicly performed every Sunday, the officers discovered that the chest of treasure had been broken open, and the greater part of it carried away. This may appear strange, that those whom their danger had made religious, should at the same time be guilty of theft, and that, too, in a situation in which the possession of gold could not contribute in the slightest degree to their subsistence or their means of escape; but it should be remembered that on a ship being lost, all the sailors lose their wages, and whatever is cast ashore is considered by the sailors as common property. The men, therefore, who ventured secretly to take what they deemed their share of this treasure, were not conscious of acting dishonestly, but only designed to secure what they feared their officers would monopolise, and thus prevent disputes, which, in their circumstances, might terminate fatally. The officers finding that none would own knowing anything about it, proposed to write the form of an oath to be administered separately to each individual.

themselves taking it first. But to this the majority immediately objected; for though they might not suppose themselves guilty of a crime by taking the treasure, they were aware that it would not only be immoral but impious to swear that they had not taken it; and as the minority were not in a condition to enforce their proposal, the matter was suffered to rest without further inquiry.

On the 6th of October they found a fowling-piece, which was a valuable acquisition, although the barrel was much bent; but this was soon made serviceable by the carpenter, and used with great success for shooting the birds, which before they could only take by knocking them down with a stick.

On the 11th of October, the gannets, which had for some time forsaken the rock, were observed hovering around in great numbers, which made them hope that they would settle there and lay their eggs, in which they were not disappointed. For nearly three months they had a constant and plentiful supply, and then the laying season terminated.

On the 20th of October, Mr. Collet, Mr. Webb, and two others, once more ventured out on the raft; but the wind springing up fresh, the raft broke loose, and they were driven to the other side of the rock, where they were obliged to remain all night among the seals, without any shelter or refreshment. The next day at noon the wind abated when the boat ventured out, and brought them off, leaving the float behind.

Amidst all their privations, from the scanty supply of provisions and water, their health remained in a great measure entire; and on the 15th of February, 1756, they launched their little vessel, which they named the "Happy Deliverance." Next day their little pittance of stores was put on board; and on the 18th they left the rock, where they had lived just seven months, and which, at parting, they called Bird Island.

Their provisions consisted of six casks of water, two live hogs, a firken of butter, about four pounds of biscuit for each man, and ten day's subsistence of salt provisions in bad condition, at the rate of two ounces a-day per man.

They weighed anchor at one in the afternoon, and set sail with a light breeze from the west, for the river St. Lucia, on the coast of Natal; but misfortune still seemed to attend them. For five days they met with nothing but adversity, and during twenty-five in succession, their provisions were almost ex-

hausted, and rapid currents carrying them so far out of their course, that a favourable wind was but little service to them. Despairing at last of being able to make the river St. Lucia they resolved to change their course for the Cape of Good Hope, and, accordingly, on the second of March, they bore away for the west.

The three following days the wind increased to such prodigious violence that it blew a furious storm, and their frail bark shipped such heavy seas, that they expected each wave, as it rolled over to dash her to pieces. On the morning of the fifth, however, fine weather ensued, and on the seventh it was a perfect calm, when they cast anchor about three-quarters of a mile from a shore where they observed several natives coming down from the mountains towards them.

Encouraged by this sight they attempted to land, and Arnold, the black servant, was sent on shore, accompanied by two seamen, with a string of amber beads, as a present to the Indians. After a mutual interchange of civilities he obtained some Indian corn, fruit, and water, in a calabash, with a promise of sheep, oxen, and other necessities; but the wind continuing westerly, the boat returned with a supply only sufficient for four days.

The vessel coasted along until the 10th of March, when the wind changed to the east, and they cast anchor in twelve fathoms, about half a mile from the shore. Several Indians came down and invited them to land, but they considered it impracticable, and though they were tempted by the appearance of goats and bullocks, which were daily driven before their eyes to meet them on shore, they were obliged to endure the tantalizing spectacle till the 14th, when two men were sent off in the boat, and succeeded with great difficulty in reaching the shore. The wind fell the same evening, and seemed tending towards the west, which made them apprehensive that they should not be able to ride at anchor all night. Signals were therefore made, by showing lights, to induce their two comrades on shore to come down to the beach, and get off before the surf rose too high. No intelligence of them was obtained until six in the morning, when it was too late to get them on board; trusting, therefore, to find some more favourable place, they made signals for the men to proceed along the shore, while the vessel followed in the same direction. They had not advanced more than two leagues, when the vessel, working close to the shore, anchored in five fathoms of water.

A boat was sent out with four men, two of whom were employed in recovering those ashore, and other two in sounding the mouth of a river, where they were in great hopes of finding sufficient water for the vessel to pass over the bar. About three hours afterwards the two men on shore were seen with the four belonging to the boat, but they were afraid to embark on account of the height of the surf.

All night on board was spent in a state of the greatest uneasiness. At break of day they weighed anchor and stood still nearer the shore; but observing their companions were yet afraid to venture, they gave them to understand that if they did not immediately return, or show the possibility of entering the river, they should be obliged to abandon them for want of provisions. These menaces produced the desired effect, and two of them braved the violence of the surf, and gained the barque in safety.

They weighed anchor at eleven o'clock the following forenoon, and at two o'clock in the afternoon, crossed the bar, and cast anchor in two-and-a-half fathoms.

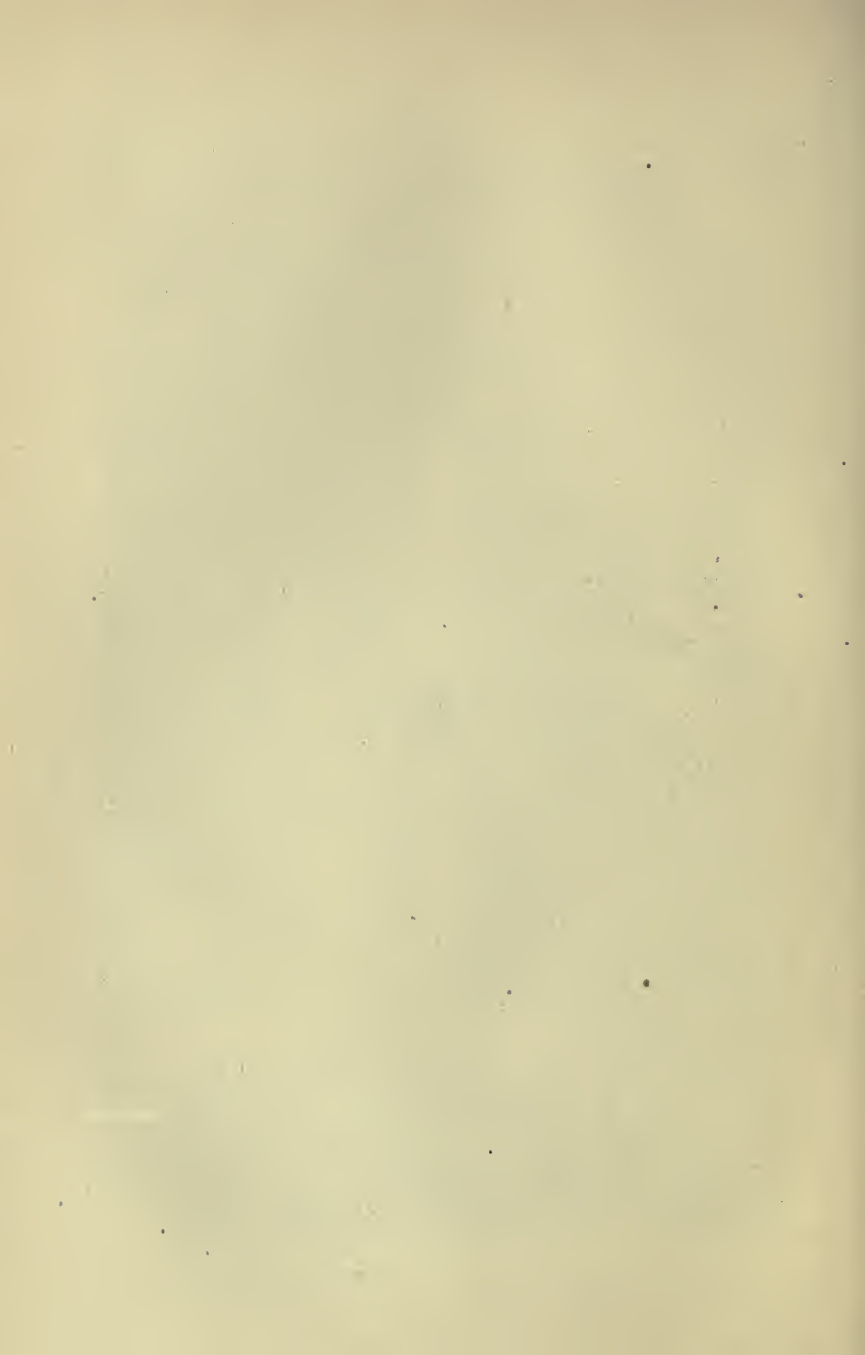
Their first consideration was how to traffic for provisions and other necessaries; but this consultation did not last long, as the whole stock they had to offer in exchange consisted of brass buttons, nails, iron bolts, and copper hoops, of which the natives seemed extremely fond. These they carried on shore, and showing them to the natives, imitated the bleating of sheep and lowing of cattle, which the Indians quickly comprehended, and brought two small oxen, which were purchased for a piece of copper and three or four brass buttons. They also sold at the same time a quantity of grain, resembling Guinea corn, which they hoped to preserve; but to their great disappointment, it became mouldy in the course of three days.

They remained in this place for about fifteen days, during which they frequently penetrated for ten or twelve miles up the country. The inhabitants always testified great friendship for the English, often ate with them, and seemed to enjoy the European method of preparing food. Hunting was their principal occupation, their only weapons being lances, and two short clubs with a large knob at the end. They wore few clothes during the daytime, but at night covered themselves with a well dried bullock's hide, which they had the art of rendering very pliant; they also wore pieces of skin round the ancles, knees, and arms.

The activity and address of these men in throwing the



The Loss of the Doddington.



spear was so great, that at the distance of thirty or forty yards, they could strike at an ear of corn set up as a mark. They also practised another exercise, which consisted in dancing and leaping in a circle, uttering the most discordant noises, and all the while actively wielding their lances.

The crew were extremely surprised to find among these savages, who were quite black and had woolly hair, a youth about twelve or fourteen years of age, perfectly white, with Europeans features, fine light hair, and altogether different from the natives of the country. He was treated as a servant, and the savages sent him upon their errands, but at the same time they appeared to live in great friendship with each other.

The sailors having thus, by the intervention of Divine Providence, collected a considerable quantity of provisions, they weighed anchor at five in the morning of the 29th, and stood over the bar. Here there was a dangerous surf running, which almost stove the vessel, and their being becalmed, put them in great hazard, of being shipwrecked on the rocks. At last they succeeded in getting over the bar, and sailed for the river St. Lucia, where they arrived on the sixth of April, without any remarkable occurrence.

Having landed, they signified to the natives their wish to trade with them, but the Indians intimated that they wanted nothing but small beads; however, on being shown some copper buttons, they brought bullocks, fowls, potatoes, gourds, and other provisions. No bullocks could be purchased, for the natives wanted copper rings, large enough for collars, in exchange. Of the fowls, they gave five or six for a small piece of linen, and the other things in proportion.

The English remained here three weeks, being engaged in traversing the country, and endeavouring to obtain such articles as they wanted. The Indians set a great value on copper, and on being shown the handle of an old box, offered two bullocks for it, which were immediately accepted and driven on board the vessel. In manners the natives appeared proud and haughty, possessing none of those endearing qualities which had characterised those whom the English had lately left. They differed also in the manner of preparing their food, which here was done with greater neatness; they were also more cleanly in their persons, and bathed every morning, apparently as an act of devotion which was never observed among the others. They wore no kind of ornament, but their

chief pride seemed to be in keeping their hair in great order. Of their women they appeared to be jealous, and kept a strict watch over them.

On the 18th of May, a favourable breeze springing up from the west, attended with good weather, they weighed anchor at seven in the morning, and set sail. About a quarter of an hour before high water, when almost on a bar which crossed the river, some of them were imprudent enough to lower the sail and cast anchor on a sand bank. Nine men then got into the boat, and rowed towards the shore, declaring they would rather run any risk among the savages, than be drowned to a certainty in endeavouring to cross the bar. Those on board hesitated whether to attempt the passage or return; but the wind and tide driving the vessel out of the river, made them apprehensive that if the tide fell, she would strike the bar, and be dashed to pieces. At length they weighed the anchor, trusting that they should be able to save the vessel and preserve their lives, but were very soon carried among the breakers, when they were in the most alarming situation, there being only eight feet of water, while the vessel drew five. After being in this situation for more than half an hour, in momentary expectation of instant destruction, the surface of the sea suddenly became as smooth as glass, and they left the river St. Lucia in safety. Those who had gone ashore in the boat, and most of whom had nothing on but a shirt and a pair of trousers, followed along the coast on foot.

On the 20th of May, the *Happy Deliverance* safely arrived in Delagoa Bay, where they cast anchor in nine fathoms water. There they found the *Rose*, a scow, commanded by Captain Chandler, in which some of them requested a passage to Bombay. Having remained in this place about three weeks, they were joined by three of their comrades who had gone ashore at St. Lucia, and who arrived in a canoe, stating that their six companions were on the other side of Delagoa Bay waiting for an opportunity to come over.

The officers judging themselves now in the most convenient situation for securing the treasure, packets, and other effects of the *Doddington*, sent four or five men on shore, and two on board the scow. Mr. Jones then came to the vessel in Captain Chandler's pinnace, well manned and armed, and carried off to the scow all the money, plate, and letters he could find in her, in order that they might be given up on her arrival at Madras. Those who remained in the vessel

being apprehensive of a second visit, which might have proved very disagreeable, took an opportunity of escaping during the night with the vessel.

On the 25th of May, the *Rose* sailed for Madagascar, for the purpose of completing her cargo, as, in consequence of some misunderstanding with the natives, they had driven away above a hundred head of cattle after having sold them. In the afternoon a vessel came in sight, which, on approaching, proved to be the barque. The carpenter and one of the seamen coming on board the scow, persuaded Captain Chandler to purchase their little vessel for five hundred rupees, and he gave his note for that sum. They told him that they had recovered the six men who had gone ashore at St. Lucia; but three of them were already dead, and two extremely ill from the great fatigues they had suffered in travelling. These also died a few days afterwards.

Captain Chandler continued his course to Madagascar, in company with the little barque, and after a voyage of twenty-two days arrived there on the sixteenth of June, and anchored off Morondova. They were followed by the *Cærnarvon*, commanded by Captain Norton Hutchinson, which likewise arrived there on her voyage from Europe to China. The packets and treasure being destined for Madras were put on board this vessel, which left Morondova on the 1st of July, and having arrived at Madras about a month afterwards, the whole were delivered according to their original destination.

LOSS OF THE BETSEY, IN THE WEST INDIES.

THE sloop *Betsey*, commanded by Philip Aubin, and bound for Surinam, sailed from Carlisle Bay, in the island of Barbadoes, on the 1st of August, 1756. The vessel was about eighty tons burthen, built entirely of cedar, and freighted by Messrs. Roscoe and Nyles, merchants of Bridgetown, with a cargo consisting of all kinds of provisions and horses. The latter part of the cargo was in consequence of a law which the Dutch passed, that no English vessel should be permitted to trade

with the colony, unless horses constituted a part of her cargo, as they were then greatly in want of a supply of these animals; and this condition was so rigidly enforced by the Dutch, that if the horses chanced to die on the passage, the master of the vessel was obliged to preserve the ears and hoofs of the animals, and to make oath, upon entering the port of Surinam, that they were alive when he embarked and destined for that colony.

The coast of Surinam, Berbice, Demerara, Orinooka, and all the adjacent ports are low lands, and inundated by large rivers which discharge themselves into the sea. All along this coast the bottom is composed of a kind of mud or clay, in which the anchors sink to the depth of three or four fathoms, and upon which the keel sometimes strikes without stopping the vessel. The sloop being at anchor three leagues and a half from the shore, in five fathoms water, the mouth of the river Demerara bearing S. by S.W., and it being the rainy season, the crew drew up water from the sea for their use, which was as sweet and good as river water. The current occasioned by the trade winds, and the numerous rivers which fall into the sea, carried them at the rate of four miles an hour towards the West and North-west.

In the evening of the 4th of August, they were tacking about between the latitudes of ten and twelve degrees north, with a fresh breeze, which obliged them to reef the sails. At midnight the captain found that the wind increased in proportion as the moon, which was then on the wane, rose above the horizon, and that the sloop, which was deeply laden, laboured excessively; he therefore would not retire to rest until the weather became more moderate, but told his mate, whose name was Williams, to bring him a bottle of beer, and both of them sat down. While thus occupied, the vessel suddenly turned with her broadside to windward. The captain called to one of the seamen to put the helm-a-weather, but he replied it had been so for some time; he then directed the mate to see if the cord was not entangled, but he answered that it was not. At this instant the vessel swung round with her head to the sea and plunged, and immediately her head filled in such a manner that she could not rise above the surf, which broke over them to the height of the anchor-stocks; and they were very soon up to their necks in water, and everything in the cabin was washed away, while some of the crew, which consisted of nine men, were drowned in their

hammocks without uttering a cry or groan. When the wave had passed, the captain took the hatchet that was hanging up near the fire-place, to cut away the shrouds, so as to prevent the ship from upsetting, but his efforts were in vain. The vessel upset and turned over again, with her masts and sails in the water; the horses rolled one over the other and were drowned, forming altogether a spectacle the most melancholy that can be conceived.

They had but one small boat, about twelve or thirteen feet in length, and she was fixed, with a cable coiled inside of her, between the pump and the side of the ship. Providentially for their preservation, there was no occasion to lash her fast, but at this time they entertained no hope of seeing her again, as the large cable within her, together with the weight of the horses and their stalls, entangled one among another, prevented her from rising to the surface of the water.

In this dreadful situation, holding on by the shrouds, and slipping off his clothes, the captain looked around him for some plank or empty box, by which he might preserve his life as long as it should please the Almighty, when he perceived his mate and two seamen hanging by a rope, and imploring God to receive their souls. He then advised them to undress, as he had done, and to endeavour to seize the first object that could assist them in preserving their lives. Williams, the mate, followed his advice, stripped himself quite naked, and instantly betook himself to swimming, at the same time looking out for anything he could find. He had not been in the water many minutes, before he cried out, "Here is the boat, keel uppermost!" upon which the captain immediately swam to him, and found him holding on to the boat by the keel. They then set to work to turn her, but their exertions were unavailing, till at length Williams, who was the strongest and heaviest man of the two, contrived to set his feet against the gunwale of the boat, while he laid hold of the keel with his hands, and with a violent effort nearly succeeded in turning her. The captain being to windward, pushed and lifted her up with his shoulders on the opposite side, till at length, with the assistance of the surf, they turned her over; but she was full of water. The captain then got into her, and endeavoured, by means of a rope belonging to the rigging, to draw her to the mast of the vessel, as, in the intervals between the waves, the mast always rose to the height of fifteen or twenty feet above the water. He passed the end of the rope fastened to

the boat once round the head of the mast, keeping hold of the end; and each time that the mast rose out of the water, it lifted up both him and the boat: he then let go the rope, and by this expedient the boat was about three-fourths emptied; but having nothing to enable him to disengage her from the mast and shrouds, they fell down upon him, driving him and the boat again under water.

After repeated attempts to empty her, in which he was cruelly wounded and bruised, he began to haul the boat, thus filled with water, towards the vessel by the shrouds; but, by this time, the sloop had sunk to such a depth, that only a small part of her stern was visible, upon which the mate and two other seamen were holding fast by a rope. He then threw himself into the water, with the rope that was attached to the boat in his mouth, and swam towards them, to give them the end of the rope to lay hold of, in the hope that by their united strength they would be able to haul the boat over the stern of the vessel, to accomplish which they exerted their utmost efforts; and at this instant the captain nearly had his thigh broken by a shock of the boat, as he was between her and the ship. At length they succeeded in hauling her over the stern, but in this manœuvre they had the misfortune to break a hole in her bottom. The captain, as soon as his thigh was a little recovered from the blow, jumped into her with one of the men, and stopped the leak with a piece of his coarse shirt. This man not being enabled to swim, had not stripped like the others, and had thus preserved his coarse shirt, a knife that was in his pocket, and an enormous hat in the Dutch fashion. The boat being fastened to the rigging, was no sooner cleared of the greatest part of the water, than the captain's dog came to them, running along the gunwale; they took him in, and returned thanks to Providence for thus sending provision for a time of necessity. A moment after the dog had entered, the rope broke with a jerk of the vessel, and the boat drifted away, leaving the mate and the other seamen hanging to the wreck. The mate had fortunately found a small spare topmast, which afterwards served them for a rudder, and with this they swam to the boat, where they were assisted in by the others, and soon afterwards they lost sight of their ill-fated barque.

It was then about four o'clock in the morning, as they judged by the dawn of day, which was then beginning to appear, so that about two hours had elapsed since the calamity

that had compelled them to abandon their vessel. That which prevented her foundering sooner, was their having on board about a hundred and fifty barrels of biscuit, as many or more sacks of flour, and three hundred firkins of butter, all of which floated upon the water, and were soaked through but slowly. As soon as they were clear of the wreck, they kept the boat before the wind as well as they could; and when it grew light, they perceived several articles that had floated from the vessel. Soon after the captain saw his box of clothes and linen, which had been carried out of the cabin by the violence of the waves. This unexpected circumstance gave great joy, as the box contained some bottles of orange and lime juice, a few pounds of chocolate, sugar, &c. Reaching over the gunwale of the boat they laid hold of the box, and made use of every effort to open it on the water, for they could not think of getting into the boat a box of size and weight sufficient to sink her; but in spite of all their endeavours, they were, to their unutterable disappointment, obliged to leave it behind, with all the good things it contained; and to add to their distress, the efforts they had made to accomplish what they desired, had almost filled their boat with water, and had more than once nearly sunk her.

They however had the good fortune to pick up thirteen onions, but were unable to reach any more, although they saw many. These thirteen onions and the dog, without a single drop of fresh water, or any liquor whatever, were all that they had to subsist upon; and they were at that time, according to the computation of the captain, about fifty leagues from land, having neither masts, sails, nor oars to direct them, nor any description of article, except the knife of a sailor who could not swim, his shirt, a piece of which they had already used to stop the leak in their boat, and his wide trousers. This day they cut the remainder of his shirt into strips, which they twisted for rigging, and then went to work alternately, to loosen the planks with which the boat was lined, by dint of time and patience, cutting round the heads of the nails that fastened them. Of these planks they made a kind of mast, which they fixed, by tying it to the foremost bench; a piece of board was substituted for a yard, to which they fastened the two parts of the trousers which served for sails, and assisted in keeping the boat before the wind, while they steered with the small topmast, which the mate had brought on board.

As the pieces of plank which they had detached from the inside of the boat were too short, and were not sufficient to go quite round the edge, they were obliged, when the sea ran very high, to lie down several times along the gunwale on each side, with their backs to the water, in order to prevent the waves from entering the boat; and thus with their bodies to repel the surf, whilst the other, with the Dutch hat, was constantly employed in baling out the water; besides which the boat continued to make water at the leak, which they were unable to stop entirely.

It was in this melancholy situation, and all of them quite naked, that they kept the boat before the wind as well as they could. The night of the first day after their shipwreck arrived before they had well completed their sail; but although it became quite dark, they contrived to keep the boat running before the wind at the rate of about a league an hour. The second day was more calm; they each ate an onion, at different times, and soon began to feel the effect of thirst. Towards night the wind became violent and variable, sometimes blowing from the north, which caused them great uneasiness, as they were then obliged to steer south, in order to keep the boat before the wind, and their only hope of being saved was on their proceeding from east to west.

On the third day their sufferings were excessive, as they had not only to endure hunger and thirst, in themselves sufficiently painful, but also the heat of the sun, which scorched them in such a manner, that from the neck to the feet their skin was as red and as full of blisters as if they had been burned by a fire. Smarting under this accumulation of bodily pain, the captain seized the dog, and plunged the knife into his throat. They caught his blood in the hat, receiving in their hands and drinking what ran over, and then drinking in turn out of the hat, with which they felt themselves very much refreshed.

The fourth day the wind was extremely violent, and the sea very high, so that they were more than once on the point of perishing, it was on this day, in particular, that they were obliged to make a rampart of their bodies to repel the waves. About noon a ray of hope dawned upon them, but only to experience bitter disappointment. They perceived a sloop, commanded by Captain Southey, a particular friend of Captain Aubin, which like the *Betsey*, belonged to the island of Barbadoes, and was bound for Demerara; and this vessel came so near that they could see the crew walking upon the deck,

and shouted to them ; but unfortunately they were neither seen nor heard. Being obliged by the violence of the gale to keep the boat before the wind, for fear of foundering, they had passed her a great distance before she crossed them, the sloop steering direct south, and they bearing away to the west. This disappointment so discouraged the two seamen, that they refused to make any more exertions to save their lives ; in spite of all that could be said, one of them would do nothing, not even bale out the water, which was every minute gaining upon them. In vain did the captain have recourse to entreaties, and, falling on his knees, implored the assistance of the obdurate seaman, he remained unmoved ; till at length the captain and mate prevailed by threatening to kill them instantly with the topmast, which they used to steer by, and to kill themselves afterwards, in order to put a period to their misery. This menace seemed to make some impression on them, and they resumed their occupation of baling as before.

The captain this day set the others the example of eating a piece of the dog with some onions : it was with great difficulty that he swallowed a few mouthfuls, but in the course of an hour afterwards he felt that this small morsel of food had given them new vigour. The mate, who was of a much stronger constitution, ate more. One of the men also tasted it ; but the other, whose name was Comings, absolutely refused to swallow a morsel, protesting that he could not.

The fifth day was more calm, and the sea much smoother. At daybreak they perceived an enormous shark, fully as large as the boat, which followed them for several hours as a prey that was evidently destined for him ; they also found in the boat a flying-fish, which had dropped there during the night ; this they divided into four parts, which they chewed to moisten their mouths, and it proved a very seasonable relief, though so little inadequate to their necessities, that on this day, when pressed with hunger and despair, the mate, Williams, had the generosity to exhort his companions to cut off a piece of his thigh, in order to refresh themselves with the blood and support life. The wind freshened during the night, and they had several heavy showers, when they tried to get some rain-water by wringing the trousers which served them for a sail, but when they caught it in their mouths it proved to be as salt as that of the sea, the men's clothes having been so often soaked with sea-water, that they, as well as the hat, were impregnated with salt. They had, therefore, no other resource,

but to open their mouths, and catch the drops of rain as they fell upon their tongues to cool them; after the shower was over they again fastened the trousers to the mast.

On the sixth day the seamen, notwithstanding all the remonstrances of the captain and mate, persisted in drinking sea-water, which purged them so excessively that they fell into a kind of delirium, and were no longer of the slightest service in managing their frail bark. As for the others, they each kept a nail in their mouths, and, from time to time, sprinkled their heads with water to cool them; from these ablutions they found their heads were more easy, and themselves generally better. They also tried several times to eat of the dog's flesh with a morsel of onion, and thought themselves fortunate if they could get down three or four mouthfuls.

On the seventh day the weather was fine, with a moderate breeze, and the sea perfectly calm. The two men who had drank sea-water grew so weak about noon that they began to talk wildly, like those who are light headed, not knowing any longer whether they were at sea or on shore. The captain and mate were also so weak that they could hardly stand on their legs, or steer the boat in their turns, much less bale the water from the boat, which now made considerably at the leak.

On the morning of the eighth day, John Comings died, and about three hours afterwards the other seaman, George Simpson, also expired. That same evening, just before the sun had withdrawn his light, they had the inexpressible satisfaction of discovering the high lands on the west point of the island of Tobago. Hope inspired them with courage and infused new strength into their limbs. They kept the head of the boat towards the land all night, with a light breeze and a strong current, which was in their favour. The captain and mate were that night in an extraordinary situation; their two comrades lying dead before them, with the land in sight, having very little wind to approach it, and being assisted only by the current, which drove strongly to westward. In the morning, according to their own computation, they were not more than five or six leagues from the land, and that happy day was the last of their sufferings at sea. They kept steering the boat the whole day towards the shore, though they were no longer able to stand. Towards evening the wind lulled, and at night it was a perfect calm; but about two o'clock in the morning the current cast them on the beach of the island of

Tobago, at the foot of a high shore, between Little Tobago and Man-of-War Bay, which is the easternmost part of the island. The boat soon bulged with the shock, and her two fortunate occupants crawled to the shore, leaving the bodies of their two deceased comrades in the boat, and the remainder of the dog, which, by this time, had become quite putrid.

They clambered as well as they could on all-fours along the high coast, which rose almost perpendicularly to the height of three or four hundred feet. A great number of leaves had fallen on the place where they were, from the numerous trees which grew over their heads, and these they collected to lay down upon while they waited for the coming daylight. As the dawn appeared they began to search for water, and found some in the holes of the rocks, but it was brackish, and not fit to drink. They also found on the rocks several kinds of shell-fish, some of which they broke open with a stone, and chewed them to moisten their mouths.

Between eight and nine o'clock in the morning they were perceived by a young Caraib, who was alternately swimming and walking towards the boat. As soon as he had reached it, he called his companions with loud shouts, at the same time making signs of the greatest compassion. His comrades instantly followed him, and swam towards the captain and mate, whom they had perceived almost at the same time. The eldest of the party, a man apparently about sixty years of age, approached them with the two youngest, whom they afterwards learned were his son and son-in-law. At the sight of the poor sufferers, these compassionate men burst into tears, while the captain endeavoured, by words and signs, to make them comprehend that he and his mate had been at sea for nine days, in want of everything. The Carais understood a few French words, and signified that they would fetch a boat to convey them to their dwelling. The old man then took a handkerchief from his head, and tied round the captain's head, and one of the young Carais gave Williams his straw hat; the other swam round a projecting rock and brought them a calabash of fresh water, some cakes of cassava, and a piece of boiled fish; but they had been so long without food that they were unable to eat any. The two others took the corpses out of the boat and laid them upon the rock, after which all three of them hauled the boat out of the water. They then departed to fetch their canoe, leaving

the poor shipwrecked mariners with every mark of the utmost compassion.

About noon they returned in their canoe, to the number of six, and brought with them, in an earthen pot, something resembling soup, which they thought to be delicious. Of this they partook, but the captain's stomach was so weak that he immediately cast it up again. In less than two hours they arrived at Man-of-War Bay, where the huts of the Caraihs were situate. They had only one hammock, in which the hospitable natives laid the captain, while the women, who were in the hut, made them a very agreeable mess of herbs and broth of quatracas and pigeons. They also bathed his feet with a decoction of tobacco and other plants, and every morning the man lifted him out of the hammock and carried him in his arms beneath a lemon tree, where he covered him with plantain leaves to screen him from the sun. There they anointed the bodies of the poor sufferers with a kind of oil, to cure the blisters raised by the sun. Their compassionate entertainers had even the generosity to give each of them a shirt and a pair of trousers, which they procured from the ships that came from time to time to trade with them for turtles and tortoiseshell.

The method pursued by the natives in healing the numerous wounds which had broken out on the bodies of these unfortunate mariners, was this : after they had completely cleansed the wounds, they kept the patient with his legs suspended in the air, and anointed them morning and evening, with an oil extracted from the tail of a small crab, something resembling what the English called the soldier-crab, because its shell is red, and which is obtained by bruising a quantity of the ends of their tails, and putting them to digest upon the fire in a large shell. After thus anointing them they were covered with plantain leaves till the wounds were healed.

Thanks to the nourishing food procured them by the Caraihs, and the humane attention which was bestowed upon them, the captain was able, in about three weeks time, to support himself upon crutches, like a person recovering from a very severe illness ; but anxious to return to his own friends as early as possible, he cut his name with a knife upon several boards, and gave them to different Caraihs to show them to any ships which might chance to approach the coast. Still they almost despaired of seeing any arrive, when a sloop from Oronooko, laden with mules, and bound for St. Pierre, in the

island of Martinique, touched at the sandy point on the west side of Tobago. The Indians showed the crew a plank, upon which was carved the name of Captain Aubin, and acquainted them with the dreadful situation of him and his companion, which those on board the vessel related, when they arrived at St. Pierre. Several merchants with whom Captain Aubin was acquainted, and who traded under Dutch colours, happened to be there at the time, and they transmitted the information to the owners of the Betsey, Messrs Roscoe and Nyles, who instantly despatched a small vessel in quest of the survivors, who, after living about nine weeks with this benevolent and hospitable tribe of savages, embarked and left them; their regret at doing so being only equal to the joy and surprise which they had experienced at meeting with them.

As the vessel was ready to depart, the natives furnished them with an abundant supply of bananas, figs, yams, fowls, fish, and fruits, particularly oranges and lemons. The captain had nothing to give them in return, as an acknowledgment for their generous treatment, but the boat, which they had repaired and used occasionally for visiting their nests of turtles, which, being larger than their canoes, was more adapted to the purpose. Of this he made them a present, and his friend, Captain Young, who commanded the small vessel, assisted him to remunerate his benefactors, by giving them all the rum he had with him, which was about seven or eight bottles. He also gave them several shirts and trousers, some knives, fish-hooks, and sail-cloth for the boat, with needles and hooks.

At length, after two days spent in preparations for their departure, they were obliged to separate. The Caribs came down to the beach to the number of about thirty men, women, and children, and all appeared to feel the deepest sorrow, particularly the old man, who had acted as a father to them. When the vessel left the bay, the tears flowed from their eyes which still continued fixed upon their departing friends, and they remained upon the beach, in a line, until they lost sight of the vessel.

It was about nine o'clock in the morning when the vessel sailed, steering north-east, and in three days after they arrived at Barbadoes, where they received, from the whole island, marks of the most tender interest and the most generous compassion; indeed, the benevolence of the inhabitants was unbounded. The celebrated Dr. Hilery, the author of a treatise on the diseases peculiar to the island, came to see them

accompanied by Dr. Silihorn, and both prescribed various remedies, but without effect. Both of them were unable to speak but with the greatest difficulty. Williams remained at Barbadoes, but the captain, being more affected and less robust, was advised by the physicians to return to Europe. In compliance with their advice he went to London, where he was attended by some of the most celebrated physicians; and, after a judicious treatment of about five months, he was so far restored to a state of convalescence, as to be enabled to resume his ordinary avocation.

LOSS OF THE NEVA,

CONVICT SHIP,

AT THE ENTRANCE OF BAAS STRAITS.

THE ship *Neva*, of eight hundred and thirty-seven tons, commanded by Captain J. H. Peck, left Cork on the 8th January, 1835, bound to Sidney, having a crew on board of twenty-six men, a surgeon, a superintendent of the convicts, Dr. R. Stevenson. R.N., one hundred and fifty female convicts, fifty-five children, and nine free emigrants. Three of the passengers, it appears, died on their passage, and one child was born, so that at the time the vessel struck, she had on board no less than two hundred and forty souls!

For some weeks the voyage was pursued under the most favourable circumstances; the wind was tolerably fair, and, though there was some sickness among the passengers and convicts, everything seemed to prognosticate a speedy and propitious voyage. Alas! how soon was that assurance of safety changed to horrors of the most awful description. Danger lurked in their path, and death, with all his terrors, stood, unseen, before them. However, little deeming that their existence was so rapidly drawing to a close, they thought not of the future, till warned by the terrors to which they were subjected.

At about noon on the 13th of May, according to the ship's reckoning, she was ninety miles from King's-Island, at the entrance of Baas Straits, and everything wore a favourable

aspect. A good look-out was now kept for land, which was accordingly made, on the 14th of May at two o'clock in the morning. In about two hours after breakers were suddenly discovered right ahead, and immediate orders were given to tack by Captain Peck, who was then busily engaged in his various duties on the deck. Without the loss of a single moment, the vessel was then placed in stays; but, to the consternation of all on board, she immediately struck, unshipped her rudder, and became quite unmanageable. At this moment of terror, the wind was very strong, and the ship was under double-reefed topsails. Scarcely had the crew and passengers recovered from the alarm into which they had been thrown by this astounding fact, when the vessel again struck most violently on the larboard bow, swung broadside heavily on the reef and directly bilged.

Horror now succeeded to the consternation and alarm into which all the parties on board had been thrown by this unexpected and melancholy event. Self-preservation seemed to be the one prevailing feeling that actuated every breast, and the captain was loudly called upon to render what assistance he could to rescue those who were under his care from the perils and dangers in which they were involved. He endeavoured to soothe and console them under their misfortunes, and earnestly besought them to restrain their terror as much as possible under these trying circumstances; but the imminent danger of their situation rendered them desperate, and their cries of deliverance rose louder and louder, as the danger of the ship became every moment more apparent.

By whose orders we know not, but the pinnacle was now lowered, and the captain, the surgeon, the superintendent of the convicts, and two of the crew got into her, and endeavoured to make off from the now evidently sinking vessel. At this period of dismay and confusion, the doors of the prison were burst open by the violence with which the ship had struck, many threw themselves over the side of the vessel, and clinging to the boat, quickly swamped her, when, horrible to relate, all, except the master and the two sailors perished amidst one wild cry of horror and despair.

With the greatest difficulty the captain contrived to regain the ship, when, without losing a moment of time, he ordered the long-boat to be launched, and that care should be taken to prevent a similar accident to that which had just befallen them, by too many endeavouring to force their way into her.

After having taken the utmost caution to secure, as they believed, their own deliverance from a dreadful death, the long-boat was at length pushed off; but scarcely had they got away from the ship, when the boat was upset by the violence of the surf, and the whole of the party precipitated into the sea.

The master and the chief-mate, being good swimmers, once more succeeded in saving themselves from the death which appeared, even to themselves, to be inevitable. With extreme difficulty they managed to reach the ship, but scarcely had they got on board, when a new horror awaited them—the vessel went to pieces, and every hope of preservation vanished like an unsubstantial dream.

The scene at this moment was most awful, and wholly indescribable. The vessel had been divided into four parts, each of which was covered with the terror-stricken females in the light dress in which they had just before simultaneously rushed from their beds, and with the remaining part of the crew, were clinging wildly to all parts of the wreck, and screaming for help in the most piteous manner. This was, indeed, a moment of terror, which would have appalled even the boldest. Situated as they were upon a frail and shaking wreck, not one gleam of hope broke in upon to cheer or inspire them.

Beneath, and all around, were the lashing waves, roaring aloud as if eager to engulf them. Above the winds howled in hideous triumph over the work of devastation and death which they had caused, and rocking the frail and disjointed wreck so that each moment seemed to the terrified creatures as if it would be their last in this world. Every plank and joist creaked as the contending elements warred furiously with each other, and insecure as this place of refuge seemed, the hearts of the poor creatures quailed lest it should sink and bury them in the yawning abyss of water. Nor was it long before their worst apprehensions were verified. The vessel, parted as it was, soon afterwards went to pieces, the final work of destruction was completed, and the whole of those on board, were precipitated, shrieking with horror, into the raging ocean!

In this perilous situation, nearly the whole of the unfortunate sufferers were consigned to an untimely death. About two-and-twenty persons, however, consisting of some of the crew, and a few of the convicts, were carried, by

clinging to various disjointed portions of the wreck, to King's Island, which was situate at the distance of about nine miles from the spot where this distressing accident had taken place. But their struggles to gain the shore were desperate and severe, and it was not till after they had been in the water for a period exceeding eight hours that they at last succeeded in attaining the much-desired land. Of these twenty-two suffering creatures, seven shortly afterwards died, from absolute exhaustion and the excessive fatigue to which they had for so long a period been subjected.

After having buried the bodies of their unfortunate companions in misery, and having, in some degree, recovered from the cold and fatigue they had endured, the remaining fifteen succeeded, after considerable difficulty, in erecting a temporary tent of the few things that were occasionally washed ashore from the wreck of the Neva. In this dreadful situation they were not suffered to perish by the Providence who had hitherto preserved them from the fate that had befallen their late companions in misery—a few provisions were washed ashore from the vessel; and upon the scanty supply thus afforded they contrived, with economy, to subsist for about fifteen days.

At this period, most singularly, and as events now make it appear, most fortunately for the survivors of the Neva, a small vessel, the Tartar, belonging to Hobart Town, and the property of Mr. C. Friend, was wrecked on another part of the same island. The whole of the crew had been saved, and, like the others, had erected a tent as a place of shelter, till a vessel should arrive to take them from that cheerless spot. Whilst they were thus waiting for the anticipated succour, their attention was excited by the numerous portions of a wreck which they found on the sea-shore.

Actuated by curiosity, and a desire to ascertain whether any of the crew of the ill-fated vessel had escaped, the men, belonging to the Tartar, commenced a journey round the island, in order to satisfy themselves upon the subject. In this expedition they encountered perils and fatigue of no ordinary kind, and after a search of two or three days, arrived at the tent which had been erected by the survivors of the unfortunate Neva. The meeting between these fellow-victims of adversity, was most affecting. Their hearts at once yearned towards each other as if they had been brothers, and uniting themselves in one association, they resolved to remain together

until they should be relieved from the solitary island upon which they had been thrown.

The crew of the Tartar had been accompanied by a sealer, a passenger in that vessel, who had luckily saved several of his hunting dogs. With the assistance of these sagacious animals they soon afterwards succeeded in taking a walaby, upon which the persons on the island lived until the period of their release from this scene of desolation and despair. Each day men were placed upon the loftiest eminences near the sea-coast, in order to discover whether any vessels passed within view, and in the event of a ship being seen, to hail her by whatever signals they could make. Whilst some of the party were thus employed others were engaged in fishing and hunting, whilst the remainder busied themselves in increasing the comforts of the tents which they had erected for their shelter, from the inclement season, which had just set in, in those latitudes.

The sufferings, both mental and bodily, to which these poor creatures were subjected, it would be impossible to describe. A thousand thoughts of home and distant friends, were ever flitting through their minds. They remembered with regret the happiness that had once been theirs, and contrasting it with the misery to which they were at present doomed, despair at last yielded to the hopes they had once formed of escaping from the wretched situation in which their lot was cast. Day after day passed wearily by, and still no succour came to these heavily afflicted creatures, till at last they began to regret that the raging elements which had destroyed so many of their companions had not involved them in the same dreadful fate.

At last, on the 15th of June, exactly one month from the time of the wreck taking place, Mr. Friend arrived at the island, in the Sarah Ann, another of his vessels. It happened, by chance, that Mr. Friend was passing King's Island for the whaling station at Portland Bay, and went on shore, the signals made giving him reason to suppose that there were some persons there in distress. Upon landing, he was immediately surrounded by nearly the whole number of the shipwrecked persons, who hailed him joyfully as their deliverer from misery and death. Mr. Friend assured them that he would do all in his power to alleviate their distress, and consoled them with the promise of landing them at Launceston as speedily as possible. They then collected together all the bodies that they could find of the unfortunate creatures who

had been washed ashore from the wreck, and pronouncing over them the solemn rites of Christian burial, consigned to the grave no less than one hundred of their fellow human beings.

This melancholy duty performed, the whole of the shipwrecked persons, with the exception of two seamen, and one female convict who at the time were at the other side of the island, the survivors of this awful calamity were got on board the *Sarah Ann*, preparatory to their departure from this sterile island. A fair wind befriended them, and on the 27th of June they arrived in safety at Launceston, in New Holland.

As soon as the local government was made acquainted with the disastrous affair, the cutter *Shamrock* was despatched to King's Island, for the purpose of taking off whatever persons might have been left there, and to pick up any portion of the wreck, or government stores, which might have floated on shore. On arriving at the place of destination, the two sailors and the female convict were found, who, on discovering that their fellow-sufferers had left the island, were reduced to a state of absolute despair. Upon seeing the cutter their confidence once more returned, and they joyfully hastened on board the vessel that was to bear them from the land of inhospitality and horror. The crew of the cutter then collected together what portions of the wreck of the *Neva* and her stores they could find, and having buried a few more bodies that had been drifted on shore, they quitted the island and landed them in safety at Launceston, where the whole of the survivors received that care and protection they so much needed in their deplorable condition.

Had there been proper attention paid by those whose duty it was to attend to the shipment and safety of the convicts, in all probability the catastrophe might have been greatly ameliorated, if not avoided.

LOSS OF THE ST. LAWRENCE,

OFF THE

COAST OF NORTH AMERICA.

THE *St. Lawrence*, a brig bound to New York, sailed from the basin of Quebec on the 17th of November, 1780, with several

British officers on board. One of these was Ensign Prenties, of the 84th regiment, being charged with despatches to Sir Henry Clinton. Another vessel was in company, a schooner, having a duplicate of the despatches for New York.

On the 26th of the month, the *St. Lawrence* and her consort reached the Brandy Pot Islands, about forty leagues below Quebec, where they were obliged to cast anchor. The weather was very cold, and the *St. Lawrence* so leaky as to require a pump to be constantly kept going. As soon as they could proceed on their voyage they set sail again, and soon made the Island of Anticosti, near the mouth of the *St. Lawrence*. The wind again set in contrary, and they were obliged to beat on and off between the island and the shore for four days. The leaks in the vessel increased, and they were forced to keep two pumps at work day and night. The ship was now more northerly than she had been before, and the ice began to form so fast around her, that they were obliged to clear it away lest it should accumulate, and be frozen together. The seamen were not expert, and altogether not equal to do the work of the vessel at such a crisis. The master was constantly intoxicated in his cabin, and yet every moment the benefit of a community of experience was more necessary.

The wind being to the westward on the 28th, they sailed down the gulf with two feet water on board. The wind increased until it blew a gale. On the first of December, the crew, overcome with fatigue and the severity of the cold, refused to work any longer at the pumps. The leak was gaining upon them. The water was now four feet in the hold, and the sailors declared they were indifferent to their fate, as they preferred going to the bottom to the incessant fatigue, when it could not be of the slightest avail to save them. Their labour from the time they set sail had been excessive, and matters had reached such a pitch, that they could hardly hope, by any chance, to save the vessel, even if a hope remained of their own lives. By earnest entreaty, and giving them a pint of wine each man, they were with difficulty persuaded to exert themselves, saying that whether the ship filled or not was of no consequence to them. Though the delay had been short at the pumps, the water had increased a foot in a quarter of an hour. The sailors, encouraged by the wine, in two hours reduced the water to three feet. The captain still remained in his cabin. The gale increased, and the ice formed so thickly on the vessel's side as to hinder her progress through

the water. Additional labour was required to clear it away, which the company on board were ill able to execute, and the leak gained upon them.

The vessel which had set sail at the same time with the St. Lawrence was in as bad a state as that ship, having struck on a rock at the Island of Coudres, from the carelessness of the pilot. Heavy snow fell, and it was with the utmost difficulty the ships could keep in sight of each other. A gun was fired every half hour lest they should part company. At length no answer came from the schooner. She had gone down with every person on board. The gale increased, the sea ran high, and it was impossible to see twenty yards a-head of the vessel from the falling of the snow. The water had risen to five feet in the hold, owing to the fatigue of the crew. The mate judged that the ship was not far from the Magdalen Islands, which lie in the middle of the gulf of St. Lawrence. These are mostly a cluster of rocks. Many of the rocks are under water, and very dangerous to navigation. They are always avoided in foggy weather, though when it is fine seamen like to make them. The opinion of the mate was well founded; about two hours after, a rocky island, one of the number called the Deadman, lying furthest of the group to the westward, was seen close under the lee of the ship, and it was with great difficulty that the point of it was weathered. The vessel was now hardly safe, for there were numerous islands and rocks near; the snow was falling thick, yet they had the good fortune notwithstanding, to escape them all.

Their anxiety while passing, and their joy when they had shot by them, were both very great. The crew, overcome with cold and fatigue, took fresh heart from having escaped such imminent dangers, and believing Providence was favourable to them, they continued to exert themselves. Wine was also served out to them occasionally, which was of great service. The gale still continued, the sea running very high, so that they were apprehensive of the stern being beaten in. This happened on the 5th of January, when the sea struck the quarter, stove in the dead lights, filled the cabin, and washed the master out of bed, where he had skulked ever since the commencement of the storm. It was now discovered that the shock was of a most serious nature, for the stern post had been started by the violence of the sea, and the leaks increased. It was in vain they attempted to stop them with beef cut into small pieces, the water poured in faster than it had even

done before. The crew, finding their labour ineffectual, abandoned the ship to its fate in despair, and would pump no longer. An attempt was indeed made by them once afterwards to use the pumps, and endeavour to keep the water under; but it was found they were choked up with ice and frozen so much, that they were quite useless. The vessel in a little time filled with water, but did not sink, though all on board expected her every moment to go to the bottom. In fact she did sink much deeper in the sea than before. They now recollected she was laden with lumber, which immediately accounted for the circumstance of her keeping afloat. Hope of preservation now sprung up afresh in the bosom of the crew. If they could make the island of St. John, or some other near it, all might yet be well. They steered directly before the wind to prevent oversetting, though there was difficulty in doing this, because the sea washed clean over the decks. It was necessary, if possible, to preserve the boat, as its loss would be, in such circumstances, a terrible misfortune. The cabin was on the deck, and being clear of water, afforded a tolerable shelter. The man at the helm was made fast with a rope, to prevent his being carried overboard. In this way they drove before the wind for some time, the violence of the gale still unabated.

The supposition of the captain was that the ship could be no great distance from the land; he supposed they must be near the Island of St. John, between the Magdalen Islands and the Gut of Canso. They were, therefore, in hopes of being able to run the ship on shore, on some sandy part of the island, and thus save their lives. This hope was destroyed by the captain's statement, that the north-east side of the island, where they then must be, was one continued reef of rocks, and that there was but one harbour, which was on the opposite side to the spot where the vessel then drove. Not a long while after the waves were shorter than before, and broke higher, a sign of approaching the land. Gulls, too, were seen, and other birds flying about; a sure evidence that these conjectures were not ill-founded. It was now concluded they were running right upon the formidable rocks of St. John.

The ship was under a close reefed fore-topsail, yet she had great way through the water. They did not venture to unfurl more canvass, and, indeed, had they done so, their sails would have been rent in the storm. The fore-topsail was new, and stood the wind entire. The captain wished to keep the ship

off the land, and to bring her to for that purpose; but the mate and Mr. Prenties opposed the measure, fearing she would overset in the attempt, and showed that, if she answered the helm, she must ultimately go on shore, because she could, in her existing state, make no way to windward. The captain attempted to brace about the fore-yard, but it was found impracticable, the ropes and blocks were all firmly frozen.

In the interim the colour of the water had changed, and the vessel was every moment expected to strike. There was small hope of any of the lives of those on board being saved, and all prepared for the worst. Mr. Prenties fastened his despatches and letters round his waist. His servant took a hundred and fifty guineas, which his master told him he might have if he pleased, and which he fortunately secured about his person. The atmosphere became clearer about one o'clock in the day, and the land was descried at three leagues' distance. Much pleasure was at first afforded at the sight, from their taking it for St. John, where they hoped to be hospitably received. They quickly found, however, that they were mistaken. The sketches they had on board showed not the least similarity to the coast before them, no similar mountains and precipices being discoverable. As the ship made towards the shore, every heart beat quick, and then palpitated with fear, as the sea was observed breaking high in foam upon the rocks a scene appalling to the stoutest heart. There was a reef between the ship and the sandy beach, on which they expected the vessel must have struck, and their doom be sealed in a moment. Contrary to expectation, she went on through the boiling and raging breakers, shipping heavy seas, which her great strength alone enabled her to bear. She surmounted the reef without touching, and the first great danger seemed past. They had now a pause of a moment to cast their eyes towards the shore. The land seemed rocky and high, but at the distance of about a mile they descried a fine sandy beach with a bold shore. The sea, too, they found ran less high than without the reef they had so providentially crossed. As the ship approached the land, they found the water still deep so that they were within fifty or sixty yards of it before the ship struck. All expected, at the moment of her striking, that she must go to pieces, she grounded with such violence. At the first blow the mainmast started from the step, at the second the foremast. Neither, however, fell over, because the hold being packed close with deals, the masts had still no

room below to play. The rudder was unshipped at the moment with great violence, so that one of the sailors was nearly killed by it. The sea broke over all, while every wave lifted the ship four or five feet nearer the shore. The stern was soon beaten in, and those who had before been sheltered in the cabin were now compelled to hang by the shrouds on deck, to prevent being washed overboard. There they remained, the sea carrying the ship so high upon the beach at last, that the deck might be securely walked upon. The keel of the vessel, it was now ascertained, was broken, and she was every moment expected to go to pieces. This, however, did not happen. It was probable that the boards were frozen in the hold, and thus a solid mass was opposed to the action of the waves, capable for some time of a successful resistance.

The boat was now got out of the leeward side of the ship which had broached to, and thus afforded a shelter for the purpose. The ice being previously cleared out of her, some liquor was distributed to those who were sober, and Mr. Prenties asked if any were willing to embark, and attempt to reach the shore. The sea running so high, few were inclined to venture. The mate, two sailors, a passenger, and a boy, were all who would join in making the experiment. The foam of the surf broke over them every moment, and every drop of water froze as it fell, so that their clothes were one sheet of ice. The boat being got into the water, and an axe and saw thrown in also, three others leaped in. The boy trying to spring down fell into the sea, and was dragged out with difficulty, owing to the benumbed state of their fingers. The chill given to the poor youth he could never recover. The two sailors next leapt in, and then all in the ship seemed ready to follow the example. It was necessary to push off, therefore, as quick as possible, lest too many should rush in and sink them. The ship was only about forty yards from the shore, but before the boat was half-way there, a wave overtook and nearly swamped it; while the next drove it high and dry on the sand. For a few moments joy was in every heart, at being once more upon the firm land, and the future dreary prospect was forgotten. Their condition on a cold, snow-covered coast did not occur to them, and that they might be reserved for a destiny more horrible.

Night was near at hand, and those who had reached the shore felt themselves getting stiff with cold. The gale was as high as ever, and they were obliged to wade up to their waists

in snow to the shelter of a thick wood, situated about two hundred and fifty yards from the beach, which afforded them some little relief from the piercing wind. A fire was necessary, but they found their tinder was so wet that they had no resource but to pass the weary hours of the long and freezing night in exercise. Mr. Prenties, who had been used to cold climates, from his own experience, recommended them to move about. For the first half-hour they attended to this advice; but the poor youth who had fallen into the sea found himself so overcome with the cold, that he laid down. In half an hour, the desire to sleep was felt by them all, but resisted by Mr. Prenties and the mate, from a conviction of the fatal consequences attending it. The boy was soon found quite cold, but not dead. He desired his father, at New York, might be written to, and informed of his fate, and in ten minutes was dead, having expired apparently without pain.

The knowledge of the poor lad's death did not deter the servant of Mr. Prenties and the two sailors from lying down to sleep also, in the teeth of the most urgent remonstrances and exhortations. Finding they could not be kept on their legs, Mr. Prenties and the mate employed themselves during the night in beating them constantly with branches of trees. This saved their lives, besides giving himself and the mate something to do; the only two who were governed by reason in that trying moment. At last the weary hours of the painful night dragged themselves out, and day dawned. Mr. Prenties made the men pull down their stockings, as they observed they had no feeling in their legs, and they were observed to be frozen halfway up. They were immediately rubbed with snow, but it was impossible to bring back the circulation.

On going to the beach, they found that the ship still held together, though the storm continued. The object to be achieved first was to get the people on shore before she went to pieces, because the safety of one was that of all. There was only a very short distance at low water between the ship and the shore. Waiting until it was low water, they fastened a rope to the jib-boom, and easily swung themselves to the shore, one by one, dropping upon it as the waves retired. The carpenter was still left on board; he had drunk too hard the night before.

The captain brought ashore materials for obtaining a light; wood was gathered, and a fire kindled as quickly as possible,

by which they were all enable to warm their benumbed limbs. This was a luxury, however, which was followed by very painful consequences to those whose limbs were frozen. On being brought to the fire, and the frost-bitten members exposed to its action, the most torturing pains were endured from the thawing of the hardened flesh. The suffering was beyond expression great.

A passenger in the vessel was unaccounted for upon numbering the survivors of the ship's company; it was now recollected he had fallen asleep in the ship, and been frozen to death. His name was Green. One man, the carpenter, already mentioned, still remained on board; they could make no effort to save him that day; but determined to make the attempt on the following one. The luxury of a fire was great, but the want of shelter was still terribly felt; and the hunger began to assail them in addition to their former miseries.

The next morning, all who possessed strength sufficient repaired to the beach to try whether there was any means of delivering the carpenter from his perilous situation. They could still hear his voice in the vessel, but the sea ran as high as ever, and the boat could not swim if launched. They were obliged to wait until the tide was out, and then they with difficulty persuaded him to leave the ship in the way the others had done.

For two days more, the 7th and 8th, the wind blew as hard and piercing as ever, and the vessel broke up, by the violence of the sea, from the stern as far as the mainmast. Some provisions were now washed on shore; they consisted of salt-beef and fresh meat which had been hung over the stern, together with a quantity of onions. It was now the fourth day that these miserable men had endured hunger, under a temperature below the freezing point. That they were thus enabled to satisfy their appetites, and strengthen themselves for what the future might have in store for them, they considered as most providential; and when their meal was concluded, and they had made what to them was a most delicious repast, they collected all they could find scattered along the beach for their future wants. Their number was now seventeen, and out of all, the mate and Mr. Prenties alone were capable of exerting themselves actively. It was necessary to provide some kind of shelter, and a quantity of deals having floated ashore from the wreck, two hundred and fifty were carried into the wood, a sort of tent was built, about twenty feet long

by ten wide, and completed the same night by ten o'clock. They next examined into the state of their provisions, and found, to their great joy that they possessed between two and three hundred pounds of salt beef and a considerable supply of onions. Still it was resolved to keep themselves upon short allowance. A quarter of a pound of beef and four onions were all that could be afforded daily to each man.

The gale abated on the 11th of December, and then they were able to launch their boat and get upon the wreck. It cost a day's labour to open the hatches, having only one axe, and the cables being frozen over them into a mass of ice. The following day, by cutting up the deck, they got out two casks of onions and a barrel of beef, containing about a hundred and twenty pounds weight. They also found what they imagined to be three barrels of apples, shipped by a Jew of Quebec, but which proved, unfortunately, to be balsam of Canada. They got out a quarter of a cask of potatoes a bottle of oil, an axe, a large iron pot, two camp-kettles, and twelve pounds of candles. These they stowed away in their hut. They now added four onions to their daily allowance. They next cut away as much of the sails as they could from the bow-sprit, for the purpose of covering their hut, by which means it was made tolerably warm. The wounds of the men caused by the frost now began to mortify; and the toes and fingers of many to rot off. Their torments soon became almost beyond human endurance. The carpenter, who came last on shore, died delirious, on the 14th, having lost the greater part of his feet. They covered his body with snow and the branches of trees, for the ground was become impenetrably hard from the frost. In three days more, the second mate died, who likewise became delirious some time before he expired. Death caused now little concern to men who thought it a happiness to be beyond further suffering; and there were fewer to consume their scanty stock of provisions; a thing which was by no means of light moment in an atmosphere where hunger was greater, and the means of gratifying it less, than in any other situation. Vermin very soon began to proceed from the wounds of the sick, which infected the healthy. Several came off with the loss of a toe or a finger or two. Mr. Prenties alone escaped without being frost-bitten. Another seaman died on the 20th. They were now fifteen; but the allowance of provisions was not increased.

The mate and Mr. Prenties, upon a fine day, set out and walked up a river, on the ice, for ten or twelve miles. They there fell in with a wigwam, or Indian hut. They observed tracks of deer and other animals, but had no fire-arms to kill them. They found the skin of a moose-deer hanging across a pole, and trees which were cut on each side with an axe, but they could not find any human beings. Mr. Prenties cut a directing-pole, and carved a hand in birch-bark, thinking, if any saw it, they might find them out.

They had now been twenty days in this forlorn situation, and their provisions began to get reduced so much as to occasion a suspicion that all was not fair in the consumption. Foul play was apprehended, and it was discovered, by keeping watch, that the captain and two sailors had consumed no less than seventy pounds of beef, besides onions. The mate and Mr. Prenties were obliged afterwards to keep watch, one or other remaining in the hut, to prevent these depredators from plundering the common stock.

They had given up all hopes of aid from any quarter, and having but six weeks' provisions left, Mr. Prenties proposed taking the boat, to search for inhabitants, or for some kind of relief, even from the Indian population of the country. The proposal was agreed to, but the difficulty was to put the boat in such a state of repair as would allow her to float, for every seam was open from her strains on the beach. Dry oakum they possessed, but no pitch. At length it occurred to them, that the Canada balsam might be serviceable. They boiled it down in an iron kettle, and, suffering it to cool, made it answer.

It was new-year's day when the boat, in a tolerable floating condition, was got into the water. Six persons embarked Mr. Prenties and servant, the captain and mate, and two sailors. None of the rest were able to join in the expedition. Their shoes being nearly worn out, Mr. Prenties set to work to make Indian shoes of canvas; his needle was the handle of a pewter spoon, and the canvas unravelled, supplied the thread. Twelve pair were thus fabricated; two pair for each person. They now divided their provisions, which were calculated at a quarter of a pound a-day, for six weeks, those in the boat and those left behind sharing alike. The wind was adverse until the 4th of January, and even then the quantity of ice on the coast rendered the expedition exceedingly perilous. It was equally hazardous to stay, with the certainty of starving.

They, therefore, taking leave of their companions, embarked upon as uncertain a course as ever was undertaken upon the ocean. When about eight miles distant, the wind blew off shore. By great toil they at last got into a bay, and hauled up their boat as high as they could on the strand. They then cut wood to make a sort of wigwam to shelter them. Near this place they saw, from a high point of land, a Newfoundland fishing-boat, half covered with sand. This made them proceed further, and they spied, to their great joy, some houses at a distance. On reaching them, they were only old abandoned storehouses, built for curing fish. Some casks, which lay near, they searched in vain for provisions. They got a quart of cranberries, which they ate.

The wind now blew from the north-west with great violence for two days. The sea was frozen up for leagues, and seemed to preclude all hope of their proceeding. By land they could not travel for want of snow shoes, as the snow lay in great depth. Two days more they waited, when, on the 9th of January, the wind blew off the land, and the sea was perfectly clear. The force of the wind, however, prevented their proceeding until the 11th. They launched their boat with difficulty, for their reduced strength and want of nourishment. They made a tolerable course, until they saw a very high point before them, which they estimated at a distance of seven leagues. The coast appeared one continued precipice, so that it appeared not possible to effect a landing, until they reached the extreme point of the Cape. The passage seemed dangerous, and the least change of wind must have driven them upon the rocks. Danger was, however, no stranger to these unfortunate men. They kept two oars going, and two of the hands were constantly employed in baling. They reached the head-land about eleven o'clock at night, but could find no place to land, and were obliged to keep along the shore until two o'clock in the morning, when the wind increased, and having a stormy beach in view, they thought it prudent to land. They got out their provisions, but could not haul up the boat from the steepness of the shore, and they were compelled to leave it to the mercy of the ocean.

On the 13th, the wind blowing from the sea, the boat was driven up twenty yards higher on the shore than where she had been left, and several holes forced in her bottom. They had little covering, and no firing, except from a few pieces of timber which floated ashore, so that they were nearly frozen.

The weather continued the same for eight days, attended with a prodigious fall of snow, which added to their previous miseries. The snow had fallen to the depth of three feet previously to the 21st, on which day they were able to cook their provisions. This they had effected but once before since they landed. Their not doing this was a great loss to them, as the broth in which the meat was boiled afforded them a most important part of their warmth and nutriment. They were still able, weak as they were, to turn their boat partly over, to see the extent of the injury she had sustained. They found the balsam quite rubbed off, and holes in the bottom. They were in hopes the ice would go away from the coast, as it had done before, and that, if they could but repair the boat, they might soon fall in with inhabitants. They had no balsam, but they had a small quantity of dry oakum, which could be of no service by itself. Finding that to make the boat seaworthy was beyond their power, they thought the ice might bear them a little way along the coast, until they could get into the woods. Mr. Prenties and the mate tried the experiment, and had not gone far before they fell in with the mouth of a river, and a fine sandy beach. Now, though it was practicable, and they could get into the woods, they were ignorant of the right direction, as the snow was six feet deep, and could not be crossed without snow-shoes. They finally resolved the next day to take their provisions on their backs, and coast along the ice, which seemed likely to remain.

On the morning of the 24th, the wind having changed in the night, the ice was driven out to sea, and they were still exposed on a cold dreary beach, surrounded by insurmountable precipices. At length they thought of filling the holes in the boat with oakum, and throwing water upon it sufficient to freeze. The scheme succeeded. As long as the weather continued to freeze the boat would be dry. It was the 27th when all was ready, and they once more left the shore on their forlorn voyage. In the evening of that day they computed they had rowed about twelve miles. Greatly fatigued, they landed on a small sandy beach, and made a fire. On the day following they made six miles, when the wind rising, forced them to put on shore. The snow in the woods would not bear their weight. The 1st of February they were obliged to make their boat sea-worthy as before, and again set sail, but the cold and floating ice prevented their making more than five miles all day. One of them was continually

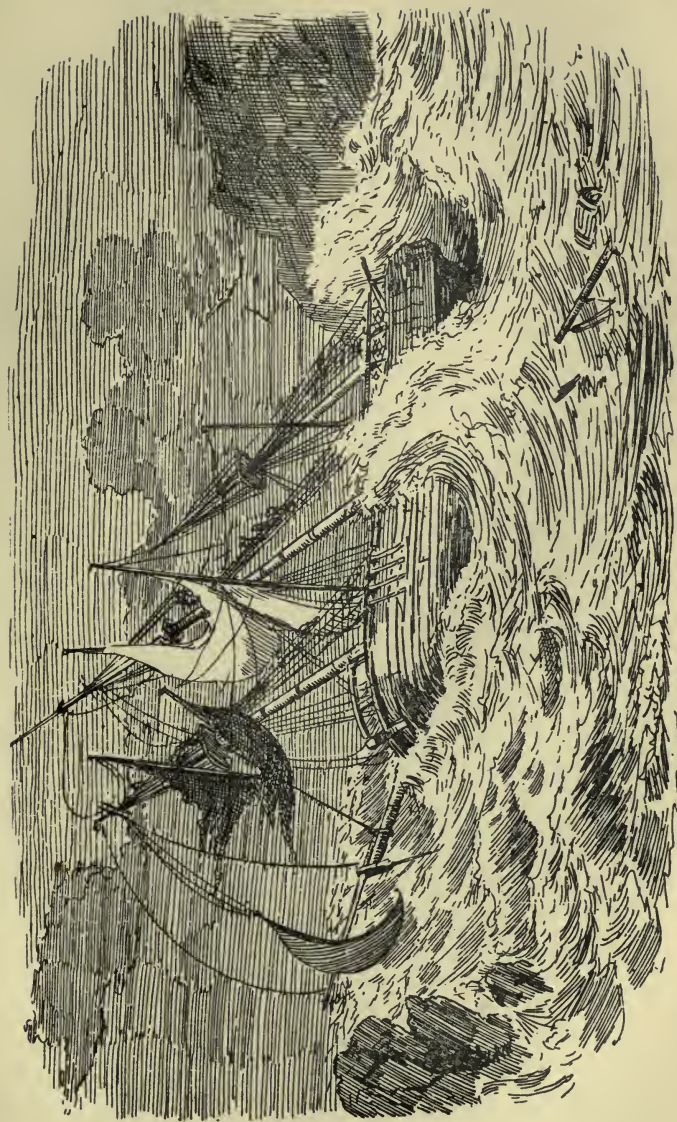
employed in breaking the ice with a pole. In proceeding their boat made so much water they were forced to keep bailing incessantly. After sailing sixteen miles they saw a very high point of land, which they judged to be six leagues off, and soon after an island, which they imagined must be that of St. Paul, near Cape Breton, while the high land they thought was the cape itself. The great height of the latter made them compute the distance erroneously, and it was dark when they reached it, but could find no landing-place. They were therefore obliged to take to their oars all night. About five in the morning, while it was yet dark, they found themselves off a sandy beach of very considerable length. A heavy sea rolled in, and landing was hazardous, but they effected it in safety, and got into the woods once more, where they kindled a fire, Mr. Prenties having secured the tinder-box in his bosom to keep it dry. They were so fatigued they could scarcely keep awake for a few minutes, when before the fire. They were obliged to watch in turn, for had all fallen asleep together, it would have been their last. They were now all satisfied that they had doubled the north cape of Cape Breton.

It happened that they had not been able to secure their boat so effectually as to prevent the sea from beating it high on the beach, and filling it with sand; while a part of the crew were employed in clearing it out, the rest travelled along the beach in search of something which might be eaten. A quantity of oyster-shells were observed, but no oysters were found near the shore, nor anything which would alleviate their sufferings, except about two quarts of hips or wild rose-buds, which they discovered under the snow. These, ill-adapted as they were for the sustenance of man, were still eagerly devoured. They served to allay the keen sense of hunger, if they imparted no nourishment. They now pushed off their boat once more, but the ice soon forced them to land on another part of the same beach. In landing, Mr. Prenties unfortunately dropped the tinder-box into the water, which prevented their kindling a fire, and they began to suffer proportionably from the cold. They therefore thought it best to embark again, and return to the place from whence they had started, in the hope of finding their fire was not yet extinguished. They could not accomplish their task without great difficulty, from the necessity of breaking the ice the whole way, it having frozen with great rapidity. The delay made them the more anxious to reach the fire-place, and they

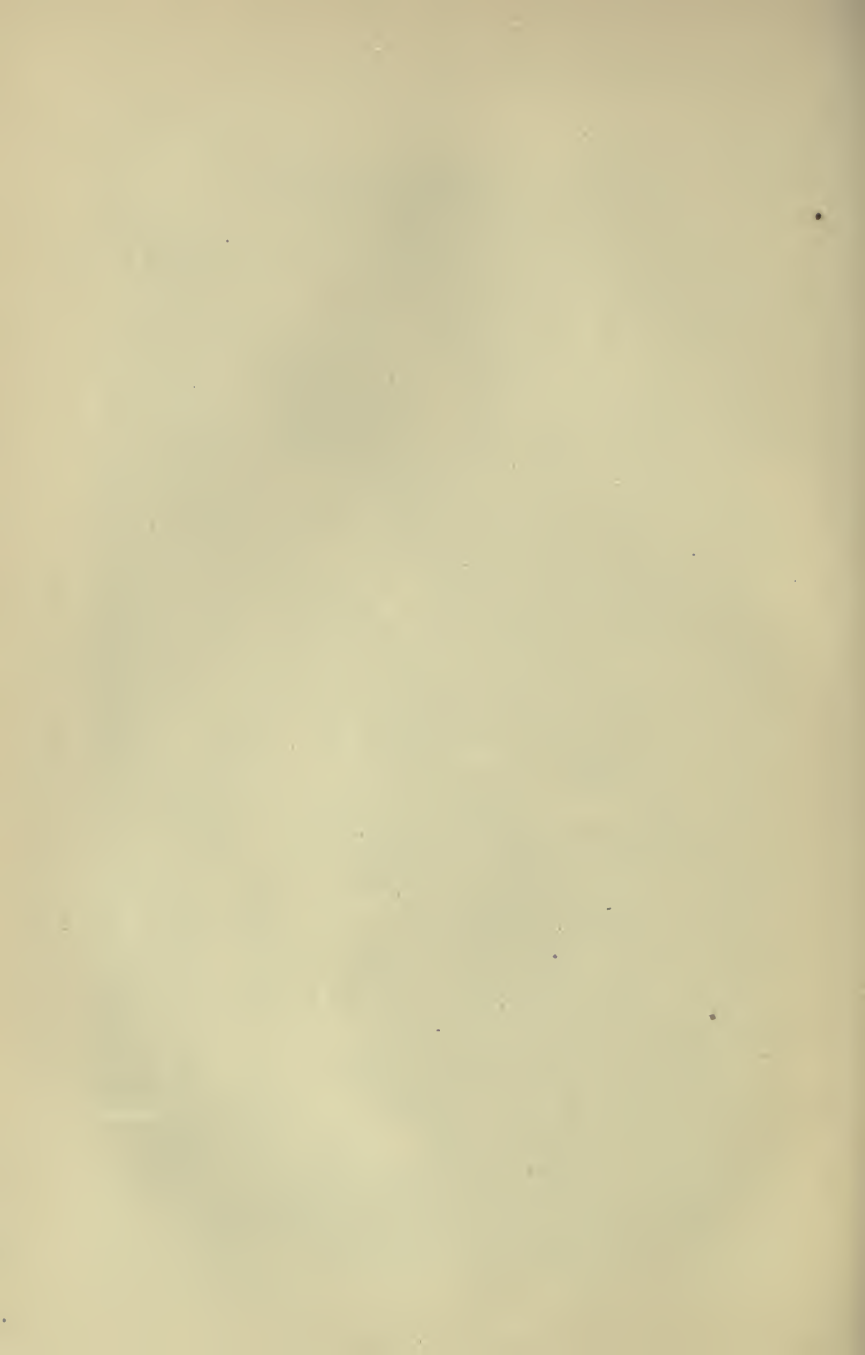
now considered themselves fortunate they had not been able to go farther from it. They had the good fortune to find the embers still alive. Had this not been the case, they must have perished in the course of the night, from the severity of the cold.

It was on the 8th of February before the ice suffered them to embark again, and in the evening they landed at a spot where they were sheltered from the wind and sea by a large rock, better than they had been before. On the 9th, they had sailed about eight miles, when the swell of the sea forced them to land, and in getting to the shore, two of their oars were washed overboard by the surf. The next day they put to sea again, having their oars double manned, and made about six miles.

This was a hard day's work for men so reduced in strength. They were scarcely able to walk fifty yards without halting to recover themselves. They were obliged to remain stationary the whole of the 11th, but thought themselves fortunate in finding more rose-buds, which they considered a great delicacy. They were so unfortunate as never to find the dead body of any animal. They saw some otters on the ice, but were never able to catch any of them. They also saw some beavers' houses, but could not succeed in taking any of their inhabitants. On the 12th, they again set sail. On the 13th, the weather became more mild, and they had rain, which melting the ice, forced them to pull the boat to the land before night-fall came on. They searched everywhere under the snow for their wretched fare of rose-hips in vain, and they were so driven by hunger, that they were compelled to sacrifice the candles, which they had reserved for stopping the leaks of their boat, to the calls of hunger; this sufficed for a partial relief, but the future still filled them with dismay. For two days they made few miles only, going on shore and searching for rose-hips in vain. Their dreadful situation now came upon them in full force, and the fear of perishing with hunger in all its terrors stared them in the face, and drove them almost to desperation. In the midst of their apprehension of death by famine, when it might be supposed extreme bodily suffering would overcome every idea but that of prolonging existence, Mr. Prenties confessed that the approach of death was not so terrible to his mind, as the reflection that his friends would never know his wretched fate. So strong was this feeling, that he could not help cutting his name in the



The Loss of the St. Lawrence.



bark of the largest trees. His weakness, and the fear of injuring his knife, the only instrument of the kind among the party, forbade his carving more of their story, but he confessed he had written the tale of their wreck, in French and English, on the walls of the old storehouses they discovered soon after they left the place of shipwreck.

On the 17th, they again doled out a portion of their candles for food, and the next day reached a fine sandy beach, and a level country. There they resolved to put on shore and die, unless some unforeseen aid appeared. They were so weak, they were obliged to leave their boat to the mercy of the sea. They felt they could not survive much longer. They cleared away the snow at the entrance of a wood, and cutting some branches of pine to lie upon, and others to shelter themselves, they made a fire. They were fortunate enough to find a pint of hips, which they boiled with two tallow candles, and made what they thought a comfortable meal. The next day they got nothing to eat, and fearing that their strength must soon entirely quit them, they cut and piled up as much wood as they were able, that they might supply their fire to the last moment. They had preserved their axe, a saw, and the sail of the boat, which they used for a covering. The boat had been beaten up high and dry, so that, had they been inclined, they could not again have put to sea. All the 19th they employed without success in search of hips, and they had only two candles left.

On the 20th, they were so weak, that none of them were able to manage the axe to cut wood, and they were obliged to creep about and pick up the rotten branches that lay upon the ground. At length they could only maintain a fire which barely kept them from freezing. The weather was as cold as it had been in December. They now thought of the sea-weed on the beach, as a resource against hunger, for they could find no more hips. They collected some, and boiling it a few hours in their kettle, found it very little tenderer than when raw. They next boiled one of their two remaining candles in the liquor, and by taking it and eating a quantity of the weed, they found themselves somewhat easier. Not long after this they were seized with vomiting, which lasted four hours, when they became easy, but completely exhausted. On the 22nd they took more kelp-weed and their last candle. The effects that followed were the same as before, only less violent. A severe frost

then set in, and they ineffectually tried to launch their boat but their united strength could not move it.

The candles were all consumed, and they were forced to boil the kelp without tallow, which they still ate with a relish. They found that this food made them swell to an alarming degree, after living upon it for three days. They were all swollen to such a degree, that on pressure their fingers would sink a couple of inches deep into the skin. Their strength was more reduced, still hunger forced them to keep to the same diet. At length two or three days more having elapsed, they found they had nearly lost their sight, and so much was their strength now diminished, that they could with difficulty keep in their fire, from the rotten branches of trees.

There seemed at such a moment no alternative but the making one of their number a sacrifice by lot, to keep his companions alive; and it at length appears to have been agreed secretly, that as the captain was so very much reduced as to be clearly the first who must sink under his sufferings of all the party, and as the loss of the ship was mainly owing to his misconduct; and further, as he had deceived all on board by pretending his passage was for New York, when in reality it was for the West Indies, for these reasons it was urged that he should be the first victim.

They kept this a profound secret from the miserable man. A few days more, and the sacrifice must have been offered up, when fortunately, on the 28th of February, as they were all stretched round their miserable fire, they heard the sound of voices in the wood, and two Indians were soon discovered with guns in their hands approaching the spot. The sight of them gave some of the unfortunate sufferers spirits to get on their feet, and move towards them with eagerness. The Indians were much surprised at the sight of human beings in so frightful a state. The clothes of the party were nearly burned off, and their bodies partly bare; their limbs swollen to a prodigious size; their eyes almost invisible, being sunk beneath the distended skin; and their hair and beards not touched since they left the wreck. Some wept, and some laughed for joy at seeing the Indians, who did not seem inclined to be very familiar, until Mr. Prenties shook one of them by the hand, and the shake was returned very heartily in the Indian manner. These kind creatures showed, by signs, that they pitied the unhappy men. They went to the fire with them, and all sat down together around it. At the

desire of one who could speak a little French, Mr. Prenties told them whence they had come, and what they had suffered. The Indian appeared much affected at the recital. He was then asked if he could give them any food, and he told them he could. Seeing there was very little fire, he started up and took the axe, but observing its bad state, he threw it down again, and with his tomahawk cut a quantity of wood, flung it on the fire, and taking up his gun, went off with his companion, not speaking a word.

Three hours had elapsed before the Indians returned. They came in a bark canoe by sea, and landing on the beach, took out some smoked venison and a bladder of seal-oil. They then boiled the venison in snow-water, but would only give each man a very small quantity, together with a little oil. As soon as the repast was over, they desired three to embark with them, being all the canoe could carry, and they proceeded towards their home, which was five miles off, and a mile inland in the middle of the woods. On the beach three other Indians received them, with twelve or thirteen women and children, who were waiting their arrival. The two Indians returned for the three who were left behind, and those on the beach conducted the first party which landed to their habitations. On reaching them, they treated the sufferers with the greatest humanity. In a little time the Indians returned with the other three men who had been left behind.

Mr. Prenties and his companions being now safe, began to think of the men left at the wreck. It was to be feared that they had, before now, perished of hunger. On describing where the place was to the Indians, they replied they knew it very well, but that it was a hundred miles off, through difficult paths and over rivers and mountains. They said, if they undertook the journey, they must have some compensation. Mr. Prenties told them he had some money, which he now recollected his servant had preserved.

An agreement was then made that the Indians should receive twenty-five guineas at setting out, and the same sum on their return. On being paid down half the money three of them set off on the next day. They returned with three men from the wreck after a fortnight's absence; they were the only survivors of eight left in the hut, and were in a most wretched state of emaciation. Five were alive on the arrival of the Indians, but one ate so much food at once that he died in dreadful agonies a few hours afterwards, and another

accidentally shot himself with the gun of one of the Indians. Thus, out of nineteen originally on board the ship, nine only survived.

Mr. Prenties agreed to give the Indians forty-five pounds to conduct him to Halifax, and find provisions at every inhabited place on the road. Mr. Prenties, servant, Mr. Winshaw, a passenger, and two Indians, set out together for Halifax. The remainder of the party were to be conducted to Spanish River, about fifty miles distant. Mr. Prenties quitted the Indian wigwams on the 2nd of April, and, after a tedious and harassing journey, reached Halifax on the 8th of May, the Indians faithfully performing their engagement, and receiving their stipulated pay. After being detained for a passage two months at Halifax, Mr. Prenties at length reached New York, and delivered his despatches to Sir Henry Clinton. The rest of the crew and passengers were safely conducted by the Indians to Spanish River, and soon afterwards reached Halifax.

LOSS OF THE BANGALORE, IN THE EAST INDIES.

THE Bangalore, commanded by Captain Lynch, sailed from the island of Amboyna, on the 3rd April, 1802, bound to Bally Town, in the island of Lombock, and from thence to Batavia, with a fair wind and moderate weather. At eight o'clock on the night of the 12th they were then, by observation taken that day at noon, in lat. 7 deg. 38 min. south, and long. 120 deg. 45 min. east, when unfortunately, the ship struck on an unknown coral bank, which, when daylight appeared, they found to extend about three miles in length from north to south, and about two miles in breadth, the western part being dry at low water, with a number of rocks upon it which bore the appearance of proas under sail. Their first endeavour was to get out the boats immediately; the small and best bower-anchors were also carried astern, and the stream on the bow to prevent the ship from forging more upon the rocks; and every exertion was used by the crew, as also by the passengers, but all to no effect, the steepness of the bank being

so much against her going off; indeed, so abrupt and great was it, that with a cable of about a hundred and twenty fathoms out astern, it was only a long peak.

The ship continued striking very hard, notwithstanding which she held out without making water until near midnight, when she suddenly heeled off to the larboard side, and the water was very soon up to between decks. They had previously thrown overboard a great quantity of lumber, and some of the ballast, with a view to lighten the vessel and give her a better chance of getting off, but all was to no purpose; and pumping and baling ceased to be of any use, as when the ship heeled off she was completely bilged on the larboard side.

Having now lost all hopes of saving the ship, the crew were employed in getting out all the spars with which they intended to construct a raft; and, fortunately for them, a high swell that was running at the time when the ship struck, was now much gone down, and the sea considerably smoother, which greatly facilitated their means of escape; or otherwise in all probability the greater part of them must have perished. Captain Lynch, with his officers and passengers, stayed by the wreck until the following day at half-past three in the afternoon, when the raft being completely finished, sixty of the crew, including servants and sepoys, under the command of the second officer, got upon it. Captain Lynch went into the pinnace, the chief officer into the jolly-boat; and three Dutch officers with their families, who were passengers for Batavia, together with the gunner, one sea-cunny, eight Lascars, and two sepoys, embarked in the long-boat; and that being the largest conveyance, and consequently having the most room, they had with them provisions and water for the whole crew. Thus arranged, Captain Lynch ordered the long-boat to tow the raft, and the other two boats to tow the long-boat; all making for the nearest island, which was one that lay off Mangeray.

The whole of the 13th and following day passed without their being able to reach the island, as the winds were mostly off the land, and a strong current running to the northward. On the night of the 14th, the wind at the time blowing fresh, the long-boat sprung a leak, which obliged her to cast off the raft, and wait for daylight. In the morning, Captain Lynch with the two small boats, being a long way from the long-boat, made sail and stood towards her, when, to his great astonishment and mortification, he observed the long-boat to make

sail and stand away to the eastward from the two small boats when she soon ran out of sight. Captain Lynch was ever since completely at a loss to account for the conduct of the gunner, who had charge of the long-boat; and though there were various conjectures made by different persons, he never had any reason to suspect him of dishonesty.

Being left in this miserable situation, Captain Lynch could not go to the assistance of the raft, as he had neither provisions nor water, and the people on the raft were in the same situation; but as the second-mate, Mr. Romney, had charge of the raft, and as the current was then setting to the northward, Captain Lynch confidently hoped that, with the sail set and running before the wind, it would soon be able to reach Seleyer, or one of the islands near, where they would meet with proas to conduct them to Macassar or Malacca. Captain Lynch then took the jolly-boat, in which were Mr. Nashbar, the chief officer, and Mr. Joseph Ferrao, a passenger, with eight of the crew in tow; himself with Mr. Anthony Lakersteen, a passenger, and nine more of the crew being in the pinnace; in all twenty-one persons. Their great object was to regain the island, that being the nearest land, but their endeavours were ineffectual, during the whole of the 16th; and the wind, then blowing fresh from the southward, they made sail and stood away to the E.S.E., and soon reached Mangeray.

About midnight they landed in search of fresh water, but could not find any, they therefore contented themselves with pulling and sailing along the shore, and at four in the morning landed and found some water, which was a great relief to all of them, as they had but a small quantity of biscuit, one of which was served every day to each person; and this was all the subsistence they had until the 20th, and all the time employed in pulling and sailing along the coast of Mangeray, landing at times for an hour or two in places where they saw no inhabitants, in order to give the people a rest and the tamarind tree growing wild, and in great plenty, the fruit of it greatly contributed to their support.

On the 20th of April, still standing along the coast of Mangeray, they saw a Macassar proa on shore, and stood for her. At four p.m., Captain Lynch, from his knowledge of the nature and dispositions of the people on the coast, did not think it prudent to discover their distress to the people in the proa; he therefore ordered the chief officer to approach first and

inquire the name of the place, and also to find out what force the proa had. The small boat returned in a quarter of an hour, bringing the intelligence that there were only ten or twelve men on board the proa, and those unarmed.

Captain Lynch then with the other boat approached, and informed the nacodah of the proa of their having been cast away, and in the utmost distress for want of water and provisions. The nacodah pointed out a small river, where he said fresh water was to be had; to which Captain Lynch proceeded without delay, and got a sufficient quantity to last for three or four days. Whilst getting the water, the nacodah informed Captain Lynch that the inhabitants of Mangeray were an inoffensive people; and that those of an island in the offing, about three leagues distant, were pirates, and not to be trusted; the truth of which, Captain Lynch had much reason to doubt; and soon after seeing a proa pulling from the island towards them, he thought it most prudent not to put any trust or confidence in either of the reports, but to make the best of their way off. At sun-set of the same day, Captain Lynch, to his great surprise, saw that the proa they had spoken to had got under weigh, and was fast coming up with them, from which Captain Lynch concluded that she was chasing them, to take advantage of their distressed situation, and to plunder them of some clothes and trifling articles that they had in the boats.

The nacodah of this proa had refused a hundred dollars, which Captain Lynch had promised him, if he would carry them to Bally Town, on the Island of Lombeck; the rajah of which place was a good friend to the English, and to whom Captain Lynch had a letter from the governor of Amboyna, with various presents sent out by the court of Directors for him; all of which were lost in the ship: but as Captain Lynch had saved the letter, he felt satisfied, that if he, his crew, and passengers were so lucky as to reach that town, they would be well treated, and from thence be able to procure a conveyance to some Dutch settlement on the Island of Java, or to Malacca, the Bally Town people being great traders to the westward. The proa continued astern, but kept sailing and pulling until four o'clock of the ensuing morning, when, with a great deal of labour and exertion, the boats pulling out of sight of her.

The 21st and 22nd, still pulling and sailing along the Mangeray shore, they stopped at an island, where one of the

Lascars gathered a kind of bean, which was unknown to any of the other people; but the Lascar said he was well acquainted with it; that there was plenty of the same kind in England, where he had seen them. All hands, therefore, partook of this bean; some eating it raw, and others boiled. They stayed at this place about two hours, and collected a good sea-stock of this new discovery; but scarcely had they re-embarked, and begun to work at the oars, than all hands, except four or five, were taken violently ill with a griping and vomiting, as if they had taken a strong emetic. This misfortune could not be remedied, as Captain Lynch had not medicines of any kind in the boats, nor any description of food likely to relieve the sufferers, whose situation became so distressing, that very little progress was made in the course of this day.

On the 23rd, they continued advancing very slowly along the coast of Mangeray, the people dropping down through hunger and fatigue, when they happily got sight of a fine cultivated bay, and a beautiful town in the Malay taste. Captain Lynch flattered himself that he should procure some provisions, as this was the tenth day that they had not tasted a grain of rice, and the fourth since their allowance of one biscuit a man for the twenty-four hours was over, being all expended. The boats approached the shore by degrees, with a white flag in each, which is a token of friendship used on all occasions by the Malays. A canoe put off from the beach and coming to the boats, asked them where they came from. Captain Lynch thought it prudent not to tell the destitute state they were in, and therefore said the boats belonged to two English ships that were in the offing, and that they were in search of a watering-place and provisions; that if the rajah would be kind enough to assist the English, they would be the rajah's friends. The people in the canoe desired the boats to come to an anchor some distance from the shore, and that they would bring the rajah's answer immediately.

The canoe returned in a quarter of an hour with the rajah's compliments, that he would be happy to see the ships come to his port, and that there was plenty of provision and a good river for them to water. At this time two or three canoes, with three or four men in each, brought a couple of small bags of rice and some Indian corn, with cocoa-nuts and jagry, which were immediately purchased. The people in the canoes seeing a couple of trunks in the boats and a bag or two of

clothes, were very particular in their inquiries what they contained, and were told "clothes." Captain Lynch then dispatching the canoes, both boats made sail, which the rajah observing, and having been informed by the canoe's people that the boats had property in them, he came down to the beach, walking towards the west point of the bay, about five or six miles distant, with a train of about fifty men attending him, the rajah and five or six others being on horseback. One or two canoes followed the boats with plantains and Indian corn, which were also purchased, and the canoes were dispatched. The sea-breeze blowing fresh, it was with difficulty the boats rowed out to the westernmost point of the bay. The rajah, after he came to this point, dispatched another small canoe with his compliments, and that he would be glad to speak to the officer in the boat; but Captain Lynch suspecting treachery, thanked him for his civility, and said, as it was late in the evening, he was in great haste to pull to the ship; but the rajah would see the ships in the morning.

The rajah not being satisfied with this answer, sent a second message to the same purport; to which Captain Lynch excused himself in the same way as before. At this time a fast-sailing proa appeared coming from the town to the place where the rajah was; and Captain Lynch perceiving they were manning this proa with a great number of people, and preparing to make more sail, and the boats' crews being greatly relieved from their hunger by the supply of the provisions they had obtained, they soon rowed the boats out of sight of the rajah, and escaped his treachery.

During the night of the 23rd they pulled a long way, and at sun-rise reached a fine sandy bay, where they found a small rivulet, and here they cooked their rice. All hands eat heartily, and took a couple of hours' rest: from thence they set out quite fresh and in the night of the 24th they crossed the straits of Mangerary, and at daylight of the 25th arrived at the island of Comodo, where they dressed and eat another meal. At ten in the morning they crossed the straits of Sappy, and towards noon came up with Gonong Appy, or the Burning Island, with a fine breeze at S.E. In the afternoon the tide changing, and being against the wind, caused a very high breaking sea, and both boats were in extreme danger of foundering. At this time a proa from the offing crossed ahead of the boats, and after standing some way in shore, wore round, stood after the boats, and came up very fast. Captain Lynch being certain

that this was a pirate, consulted the best mode of resistance. Out of a dozen muskets they had in the boats, only three were fit for service, the others being rendered totally useless by salt water. Captain Lynch kept the boats before the wind, standing between Gonong Appy and the island Sumbawa, with a very high sea, which put them in imminent danger of broaching-to or filling.

The proa that stood after them, now came up very near; and they observed that they had four or five, brass swivels, which the Malays on board kept slueing about aiming them at the boats. Captain Lynch waited until the proa was within fifty yards, when he hauled upon a wind, with an intention to board the proa if they attempted to fire, and hailed to know what they meant; upon which they inquired where the boats came from, and where their ships were. Captain Lynch answered, their ships were in the offing, and the boats were in search of an anchoring-place, recommending the proa not to come too near, as most probably they would find their mistake. The proa thereupon hauled her wind, and stood in shore; but in less than two hours they again stood after the boats. It still blowing fresh, Captain Lynch kept the boats to windward against a head sea, and by that means again escaped falling into the hands of those barbarians.

The 26th was employed in pulling and sailing along the island Sumbawa, landing once in the twenty-four hours, where they saw no inhabitants, to cook rice. The 27th, still pulling along the Sumbawa shore, they saw several inhabited places, and some large towns, but which were totally deserted: they also saw buffaloes, bullocks, and horses in abundance, all appearing to be tame, but would not venture to kill any, for fear the pirates might be still hovering about the place. In the afternoon, a proa hove in sight, but seemed to be afraid of the boats and soon after ran in shore, and the crew landed. Captain Lynch pulled by the proa, and towards evening touched at about two miles distance from where the proa lay, at a small river. The boats' crews here collected some tamarinds, and got two or three days' water, having only rice remaining for one meal more; and at sun-set all hands returned to the boats to take some rest. About seven in the evening, Captain Lynch saw something very black close to the boats, shoving with poles. The people immediately got their little grapnel up, and prepared their oars, when the very proa that had avoided them in day light, now came to attempt to cut

them off in the dark. Upon discovering the boats going off, she hailed, and made use of the following words:—"come, brothers, come, let us speak like good people; we are all good men here." Captain Lynch answered, that they could have nothing good to speak about at night, when they avoided them in the day. The boats then took to their oars, and thus they escaped the fourth time.

On the 28th, they were approaching towards the western extremity of Sumbawa, and passed the town of that name, where they saw a number of proas, but none came near. In the course of the night they crossed the straits of Allas, met with strong rippings, and a heavy sea, all of which they passed safely, but without any rest. In the morning they arrived on the east side of the island Lombock, every one in the boats feeling comfort in the thought of being so near Bally Town, where they expected their toils and dangers would cease: at this time they had neither rice nor water; and being near Rocky Point, in the straits of Allas, the tide being against them, they went on shore to seek for water, and got some but very bad. A small canoe coming up, they bought a couple of small bags of rice, one of which they cooked, and got a comfortable meal with some chilies and tamarinds.

The 29th, at ten in the morning, they left Rocky Point, and were pulling towards Bally Town, then about twenty-five miles distant, when the above-mentioned canoe left them; and, as they supposed, must have informed a piratical proa, that lay a couple of miles farther ahead, but in shore, of the situation of the boats; for, after rounding Rocky Point, they saw a small proa coming right before the wind, and steering for the boats; and as soon as she came near, they lowered their sail down, took to their paddles, and quickly came abreast. The boats, however, continued pulling, not taking any notice of the proa, in which they saw five men, who appeared to be well-dressed, and all of them had creases by their sides; they were very inquisitive in asking what ships' boats they were, and where the ships were.

Captain Lynch answered, as he had the others, that the ships were in the offing, and that the boats were going to Bally Town, to get stock for them. The nacodah in the proa endeavoured to persuade Captain Lynch, that the rajah's town of Lombock was a very dangerous place for the boats to go to: and the people there were very bad; that they would kill all hands, and that it would be better to come alongside his proa, where

he had rice, and everything that the boat might want: in the meantime recommending them not to pull out to the offing, but to come in shore. To all this no attention was paid; and when they saw the boats persisted in keeping off shore, and deeming the force they had in the proa too weak in number to attack the boats, they pulled away as fast as they could, so that they might get in time to capture the boats with their large proa, before they could get to windward.

Captain Lynch kept cheering the people to pull to windward, but to little effect. The large proa was now under weigh, close hauled, and standing after the boats, and was coming up very fast, although the boats had their sails up, and pulling at the same time with all their strength, to escape being butchered or made slaves of by these ferocious people. No hopes remained of escaping, as the proa was now within musket-shot; and in less than a quarter of an hour, she was abreast, and to windward, bearing down upon the boats, apparently with an intention to run them down; the Malays all standing up with their lances in their hands, ready to heave, and desiring the boats to lower their sails down; upon which Captain Lynch stood up, with his musket and a pistol, and pointed them at the chief man of the proa, who was standing alone; all the people in the boats, at the same time rising, some with cutlasses, and others with lances in their hands. This determined conduct threw the Malays into such confusion, that every one in the proa, even the man at the helm, fell down; and hid themselves, crying out, that they were good people, and come to save them. Captain Lynch answered, how could they call themselves good people, when they showed themselves so much the contrary? Their dread of the muskets appeared so great, that the proa was very near upsetting in the confusion.

A small canoe was then despatched on shore by the pirate, for the purpose, as Captain Lynch supposed, of getting a reinforcement; and probably some of her crew had been left on shore, as the pirate had not more than ten or twelve men on board, and their complement generally exceeds thirty. The boats continued working to windward, as well as the proa; but the boats had greatly the advantage, by tacking, when the proa was wearing: and by the time the proa received a supply of men from the shore, the boats were well to windward, and the pirate gave up all hope of attacking. The boats stood in shore, and came to anchor at sunset, being

about ten miles distant from Bally Town. Captain Lynch kept close in shore, the wind and tide being against him. Crowds of people came towards the boats, inviting the people of them to come on shore, and saying the rajah of Bally Town was there. However, Captain Lynch told them it was night, that he could not think of coming on shore till the morning, and then he would see the rajah, and deliver a letter which he had from the governor of Amboyna.

The people on shore still kept calling out, and encouraging them with kind words; but Captain Lynch suspecting some treachery, or that some evil might yet befall them before they could reach Bally Town, the last proa that had chased them being only five or six miles distant, the people of which must well know that the wind and tide were against the boats, and how easy it would be for them to come in small canoes, while the boats lay at anchor, and endeavour to surprise and cut them off; he therefore represented to the passengers and the boats' crews, that in his opinion, the best thing that could be done, would be to try to get clear of the straits in the course of the night, the wind and tide being favourable for that purpose, and to make the best of their way for Java, as that was a country where they would meet with relief and assistance.

To this all hands readily agreed, except an European Portuguese sea-cunny, who seemed to be greatly alarmed with the apprehension of being starved to death, as they had only rice and water for one meal. Captain Lynch thereupon offered to land this man, if he chose it. He, however, preferred staying on board to share his fate with the rest, rather than run the risk of being sold as a slave. By twelve at night the boats were clear of the straits of Allas, and stood along the north side of the island of Lombock the whole of the 30th; where seeing a small river, and no appearance of inhabitants, they landed, and dressed all the rice that was left, and got a supply of water sufficient for three days.

On the 1st of May, while standing along the Lombock shore, they, at daylight, saw a small bay, with a few houses, and pulling in shore, they inquired of the inhabitants if they had any rice for sale. Fortunately they seemed to be very friendly: they invited the boats to come on shore, and said they would sell the people rice. However, Captain Lynch did not choose to put too much confidence in their professions of kindness, and therefore made his people rest on their oars,

sending a couple of men only to bargain and purchase provisions. Here they were so fortunate as to obtain eleven small bags of rice; some salt and a little tobacco was also purchased; all which were a very great acquisition; and having got plenty of water in the boats, they hoped they should have no more occasion to land, as, by so doing, they always exposed themselves to the treachery of the natives. They had a small place prepared in the boats to cook, and, by comparison with what had preceded, enjoyed a luxurious meal. In the evening they crossed the straits of Lombock, and experienced very heavy ripplings, which caused a great and breaking sea. Both boats underwent the same risk and distress as they had encountered in the other straits; but, happily, on the morning of the 2nd, they reached the island of Bally, and once more got into smooth water.

On the 2nd of May, they continued pulling and sailing along the island of Bally, where they saw many towns, and the land appeared to be well cultivated, with cattle of various descriptions. On the morning of the 3rd, a large proa that lay in the roads of a large town which they passed, sent a canoe to invite the boats on shore, which was declined immediately; after which, a large proa set sail and chased the boats, pulling and sailing the whole of this day; but night coming on, they fortunately escaped, and had the good luck to get across the straits of Bally during the night; and in the morning they were up with Cape Sandana, on the island of Java, when all fear from pirates being over, the boat's crew pulled cheerily along the Java shore.

On the 4th of May they passed Pamanoekan, a small settlement of the Dutch, and Passockie, a large Javanese town, where they saw several proas, but none of them came near the boats.

The following day they continued making the best of their way towards Passeerwang.

On the 6th of May, all the water in the boats being expended, they were obliged to touch at a place called Kalie, about five leagues to the eastward of Passeerwang; and sent some people on shore to fetch water and provisions, and to inform the chief man of the town, that they were two English boats, going to the Dutch fort of Passeerwang. The people soon returned with water, and some broiled fish and Indian corn, all which proved very acceptable, and which Captain Lynch divided amongst all hands. Whilst waiting here, the

boats grounded on a long flat that runs a good way out, and Captain Lynch being anxious to reach Passeerwang, as they would there meet with Europeans, from whom they might expect every kind of relief, he employed the people this day, being the 25th of their sufferings in the boats, in shoving them over the flat, during which one of the Lascars went off, and concealed himself on shore. The Javanese were immediately alarmed, conceiving that this man might be a spy: they, therefore, immediately collected in a body, and between four and five hundred men ran into the water to attack the boats, and to take the crews of them prisoners. As Captain Lynch well knew that resistance would not be the means of remedying their distress, he went himself from the boats to meet this mob, who were armed with all sorts of weapons, Captain Lynch holding in his hand the governor of Batavia's letter. They, however, seized him and all the people in the two boats, and forcibly carried them on shore. Captain Lynch had previously and strongly recommended that no sort of resistance might be made by the crews and passengers against the natives; and had a single musket or a pistol been discharged, in all probability not one of the people would have escaped from the rage of this savage mob.

Upon Captain Lynch and his people being thus landed, they were conducted to the house of the principal man, where every attention was paid them, and they were abundantly supplied with all sorts of provisions and beds; and a strong guard was put over the boats, that nothing might be lost or taken away. A despatch was also sent by the chief, by land, to the governor of Passeerwang, informing him of all that had passed; which information having reached the said governor, and he further learning that the boats and people had belonged to the Bangalore that had been cast away, he sent his son-in-law and a doctor, with a carriage, to escort the gentlemen by land, and a couple of proas were sent to bring the boats by sea to Passeerwang. The two Dutch gentlemen made very particular inquiries of Captain Lynch, how the head man of the place they were at had behaved, and whether there was any cause of complaint.

About six in the morning of the 8th of May, the Dutch gentlemen accompanied Captain Lynch and his passengers to the carriage, and then each of them mounted on horse-back, before the carriage, until they reached a sugar-manufactory belonging to the governor, where an excellent breakfast was

provided ; after which they again got into the carriage, and travelled through a very fine country, having a good road and beautifully-cultivated lands on both sides of it. At noon of the same day, they arrived at Passeerwang, where they were received by the governor, and all the gentlemen of the settlement, with the utmost kindness and attention ; all expressing their concern for the great sufferings they had undergone, and the losses they had sustained. Rooms were ordered to be got ready in the government-house, each having one to himself ; and every possible civility was shown by the governor and his family. The boats' crews on their arrival, were also amply supplied with provisions of all kinds, and a house allotted for them. Letters were immediately despatched to Batavia and Sourabaya, giving an account of the loss of the ship, and requesting the governor of Sourabaya to send conveyances, by land, for Captain Lynch and his passengers, as they were anxious to get away as fast as possible.

On the 9th of May, the governor of Passeerwang received a letter from Sourabaya, requesting that he would despatch his carriage half-way, and the governor of Sourabaya would send his, the other half, to convey the shipwrecked people in ; and that he, the governor of Sourabaya, would be very happy to see them, and to render all the assistance that lay in his power.

During the three days that Captain Lynch, and one of his officers, Mr. Farrao and Mr. Lakersteen, passengers, stayed at this place, words cannot express what obligations they were under to this good man and his family ; their clothes were washed for nothing, abundance of victuals provided for the boats' crews, and a proa was also procured to carry the crews and the boats to Sourabaya, without any charge whatsoever. The different rajahs or timengons, paid them visits, and entertainments were made in consequence ; and all places worthy of notice, gardens, walks, &c., were shown by the governor in person.

On the 10th of May, at six in the morning, everything having been provided the night before, Captain Lynch, his officers, and passengers, took their grateful leave of this most worthy governor and his family. All the gentlemen of the garrison, attended at their leaving the place ; and they were conducted by two sea-captains of the Dutch company, named De Grout and Bodwyn, to Sourabaya, a distance of fifty-six miles, travelling in carriages, and changing their horses in

every town they came to, at which all sorts of victuals were prepared by the natives to entertain the English as they passed.

At a quarter before twelve o'clock on the 10th of May, they arrived at Sourabaya, where the same attention was paid them; lodgings were provided, and victuals for the boats' crews, free of all expense, every day. The gentlemen were invited to the governor's table, and a passage procured for them to Samarang, in a ketch belonging to Mr. de Vris.

On the 17th, the ketch arrived at Samarang, where Captain Lynch and his companions were carried to Governor Inglehard. Lodgings were provided for all, and every necessary article, as well as an ample sea-stock put on board, to last them to Batavia. Here they stayed two days; and on the 18th of May, in the evening, taking leave of Governor Inglehard, they embarked for Batavia.

LOSS OF THE DUKE WILLIAM ON THE ATLANTIC OCEAN.

THE Duke William having been ordered to Cork, under convoy of the York man of war, Captain Hugh Piggot, to take in soldiers for America, lost the man of war and the other ships by means of a fog, which thickened just as they came near the Irish coast. Captain Nicholls stood in as near as prudence would permit him. As the man of war had shortened sail in the fog, he was the longer in standing in, and just as he came near the land it cleared up, and the wind blew off the land, so that Captain Nicholls was a long way to leeward.

In the morning, as soon as he saw the man of war and the fleet to windward, he made all sail the ship could carry; and, as he went very fast, just as the man of war had got his pilot on board, the Duke William had gained so much, that the pilot-boat came directly to her, and put a pilot on board; but the flood-tide being come away, Captain Nicholls could not weather Powerhead,—the entrance of the harbour.

On a succeeding night it blew so hard, the transport was driven as far as Bellerotten Island; and the wind still con-

tinuing high, the next day Captain Nicholls was obliged to bear away for Waterford. When they came off Credenhead, the captain fired several guns for a pilot; but none coming off, and not being acquainted with the harbour, they brought the ship up, though the sea was very high. At last a pilot-boat came off, and they took an old man out of her. The boat went on shore immediately. They went to work to get the anchor, and got it just a-peak, when the vial broke, and she ran away with all the cable before they could prevent it; and by the time they could heave it again, and get the ship under sail, it was almost dark. The pilot assured the captain, that if he would follow his directions he would carry the ship in safely. The captain ran under the fore-top-sail treble-reefed, and got a range of the sheet cable over-hauled. They ran for some time, and could just see the land.

Captain Nicholls asked the pilot several times if he should bring the ship up; but he said, "No," till he found the water shoaling very fast. The captain then made all clear to bring up; but at the same time asked the pilot which was the deepest water, who confessed he did not know. Captain Nicholls then brought up, and when daylight appeared, to his great surprise, he found high rocks astern of him, and so very near, that it was impossible to veer away a cable. They had let the sheet anchor go in the night, and as they had wore away the best bower, that it might beat likewise, it was providentially the means of their preservation.

They now got down yards and top-masts, hoisted the signal of distress, and fired a great many guns. At last they saw a boat coming from the windward. As soon as the boat came near enough, they hove a rope to those who were in it, and wore the boat clear of the counter. A man in the boat now offered the captain to come on board for 50*l.* to which he readily assented. Accordingly, he came up to the stern ladder; but as soon as he found they were so near the rocks, he declared for all the ship was worth he would not stay on board. The captain told him he came off as a pilot acquainted with the harbour, and therefore he should stay. Hereupon Captain Nicholls called to the people to hoist their sails, and immediately proceeded to cut the boat adrift. The pilot appeared in the greatest confusion; but the captain told him it was in vain to complain, and that if he thought, by cutting or slipping the cable, he could carry the ship in a place of safety, he was ready to do it. The man assured the captain

he could not take charge of the vessel, nor could he venture to carry her in, for he was afraid she would be on shore and all to pieces against the rocks before she could veer; and if she did veer, there had been a large French East Indiaman lost upon the bar, which made the channel very narrow, and he did not know the marks to carry her clear of the wreck.

The ship rode very hard; and it being Sunday, there was a great number of people ready to plunder her should she strike. As she pitched so much, the captain was apprehensive that at low water she would strike. There were two English frigates in the harbour, which, as soon as the weather became more moderate, sent their boats to assist them. The custom-house smack also came to their aid, and put his mate on board as a pilot; and being a man well acquainted with the harbour, he confessed the vessel had been in great danger.

They lay there three weeks before they could get out to proceed for Cork. They got off Cork in the evening, and it being fine weather came immediately to anchor. On the succeeding morning, the York, with the transports, came out, and put the soldiers on board the Duke William.

They sailed the day after, and saw two ships, the America, of 64 guns, and a frigate, cruising off Cape Clear. Upon the York's making a signal for the Duke William to come between them, they stood directly towards them; but through a mistake of the helm, the York ran on board the America, the sprit-sail taking her main-shrouds, and the bowsprit carrying all her weather-shrouds away. Before she could get clear, she had her main-mast pulled away, with the fore-top-mast and mizen-top-mast, having nothing left but the fore-sail, though the moment before she had three top-gallant-sails set and every stay-sail. The York got a little damage in her head.

The Duke William having proceeded to Halifax arrived there safe; and from thence went to besiege Louisbourg.

After they had landed the troops, the transports and some of the men of war went into Garbours Bay. The crew of the Duke William being at this time very sickly, Captain Nicholls petitioned Admiral Boscawen to let him have a small peninsula, to put them on shore, and they would defend it, which he granted. Accordingly, all the masters of the transports armed themselves and people, and went on shore together, where Captain James Wilson was appointed their general, C. Price, Benj. Suggel, Saml. Henry, and——Nicholls, captains, each having a lieutenant under him.

Captain Nicholls having fixed upon a convenient place in the island for an harbour to shelter himself and people, sent for a dozen men and the carpenter, by whose labour a commodious habitation was formed, and the sick speedily recovered.

On the reduction of Louisbourg, the island of St. John, in the entrance to the Gulf of St. Lawrence, fell by capitulation, and the inhabitants were to be sent to old France. Lord Rollo with a large party were sent on board the transports, which were ordered thither for that purpose. The transports were nine in number, of which the Duke William was one. They proceeded under convoy of the Hind sloop of war, Captain Bond, but meeting with contrary winds and bad weather, had a long passage.

Having brought the fleet up off a cape called St. Louis, nine leagues distant from the Gut of Canso; and it blowing strong in the night, the Duke William's cable parted. In the morning the man of war made a signal to bear away to the Gut again. Captain Nicholls, however, resolved to stay, and endeavour to recover his anchor and cable. The ships all left the Duke William riding, and the next day the weather became fine. They weighed, and dropped the ship at the buoy, and unbent him; took the buoy-rope in the hawser, and hove the anchor up; but by the time they got the anchor into the bows, it came on very bad weather; wind, hail, and rain, with terrible claps of thunder and severe lightning. A long winter's night was approaching, and as they were on an unknown coast (for their drafts were very erroneous) their situation was extremely unpleasant. The fleet were much afraid that some misfortune had befallen them, for though the weather was very bad with them, it was not so severe as with the Duke William.

Captain Bond in the morning made a signal for all masters of transports, and desired they would man their boats, as he thought he had heard several guns fired in the night, which he supposed to be signals of distress from the Duke William, which, he apprehended, was driven on shore, and the crew consequently attacked by the Indians. Accordingly, when their boats were manned, they were desired to row as far as it was prudent to venture. As the weather was still bad, and they could see nothing of Captain Nicholl's vessel, they returned, giving her up as lost.

In the interim, the captain kept the ship under a pair of courses, and in the morning bore away; but it coming on very

dark he was obliged to lie to ; and as it did not clear till late in the afternoon, he had a narrow escape in getting in, the Gut being very narrow, and, in consequence of the trees, very difficult to find. They shortly after sailed out of the Gut, and got to St. John's. In the passage, Captain S. Hurry, in the Yarmouth, was run ashore by the ignorance of his pilot, and was near being lost, but fortunately his ship got off, without any damage.

A large party of soldiers having been ordered up the country to bring the inhabitants down on board the different transports, as the Duke William was the largest used, the missionary priest (who was the head man of the country), with the principle inhabitants, were ordered by the Lord Rollo, to go to France with Captain Nicholls. On his arrival, he requested the favour, that the people might come on board to mass, and to be married. Captain Nicholls told him he had no objection, on condition that he had a fee of every bride. Being asked what he demanded as a fee, the captain replied—the first kiss after she was married. The priest being a facetious man complied ; and they had a great many marriages, as a notion prevailed among the crew, that all single men would be made soldiers.

Having got a great abundance of stock, they all sailed from St. John's together ; Captain Wilson, with Lord Rollo, and some soldiers on board, and Captain Moore with soldiers, under convoy of the Hind. Captain Moore's vessel was lost going through the Gut, by striking on a rock under water, and the soldiers were put on board Captain Wilson, bound to Louisbourg. Captain Moore, his son, mate, and carpenter, took their passage in the Duke William.

As the wind was contrary, they lay in the Gut of Canso some time. The French used frequently to go on shore, and remain there all night, making fires in the wood to keep themselves warm. Some of them desired that they might be allowed muskets to shoot game, as they were not afraid of meeting with the Indians, which Captain Nicholls granted. About three hours after they were gone, one of them came running, and begged that the captain with his people would go immediately on board, as they had met with a party of Indians who were coming down to scalp them. Accordingly, Captain Nicholls, with the other masters and sailors, went off and had but just got on board before the Indians came down ; but, finding only Frenchmen, they went away directly.

November 25th, they sailed out of the Bay of Canso, with a strong gale at N.W., Captains Nicholls, Henry, Beaton, Dobson, Sugget, Whitby, and Kelsy, agreed to make the best of their way to France with the people, and not to go to Louisbourg, as it was a very bad time of the year to beat upon that coast. Captain Nicholls was appointed to lead the fleet. They took leave of the agent, who was bound to Louisbourg.

The third day after they had been at sea, it blew a storm in the night, being thick with sleet, and very dark. The transport parted company with three ships of the fleet. The storm still continuing, in a day or two she parted with the rest. The Duke William continued in very good order, and though the sea ran mountains high, went over it like a bird, and made no water.

On the 10th of December they saw a sail, which proved to be the Violet, Capt. Sugget. On coming up, Capt. Nicholls inquired how all on board were; he replied, in a terrible situation, they had a great deal of water in the ship, her pumps were choked and he was much afraid that she would sink before morning. Captain Nicholls begged of him to keep up his spirits, and he would, if it were possible, stay by him, and spare him a pump, which he got out of the Parnassus. He also told him, that as the gale had lasted so long he was in hopes that it would moderate after twelve o'clock; but, unfortunately, it rather increased.

At changing the watch at twelve, Captain Nicholls found that they went fast a-head of the Violet, and that, before morning, if they did not shorten sail they would run her out of sight. While scudding under the fore-sail and treble-reefed main-sail, he consulted with Captain Moore and their mate, what was best to be done; and it was unanimously considered necessary that the main-top-sail should be taken in, as the only way to save their lives was by keeping them company till the weather should moderate. Accordingly they took in the main-top-sail, and got their three pumps ready in case of necessity. They had forced the spare pump down the after hatch-way, and shipped into an empty butt, of which the French had brought several on board for the purpose of washing. They aired them with spun yard, to bail in case of need. They now thought that the Violet gained on them; and at four o'clock, to their great satisfaction, they saw her very plainly.

On changing the watch, they found the Duke William still very tight and going well, the carpenter assuring the captain there was no water to strike a pump. Being very tired with walking the deck so long, Captain Nicholls thought he might go down and indulge himself with a pipe of tobacco; he told the mate to acquaint him immediately should there be any alteration. They had driven the board next the lower part of the pump to see how much water was in the well; and every half hour, when the ball was struck, the carpenter went down. As he had yet found no water, Captain Nicholls entertained no apprehensions of the safety of the Duke William; he was only concerned at present for the Violet.

Soon after the captain had filled and lighted his pipe, while sitting in the state room, he was thrown from the chair by a blow which the ship received from a terrible sea. He sent the boy to ask the mate (Mr. Fox) whether anything was washed over. The mate sent word that all was safe, and that he saw the Violet coming up fast.

Being still very much fatigued, the captain thought he would try to get a little sleep to refresh himself; and without pulling off his clothes, he threw himself on the side of the bed. Before he had closed his eyes, Mr. Fox came and told him that the carpenter had found the water above the keelson, and that the ship must certainly have sprung a leak. The captain immediately arose and took the carpenter with him into the hold, and, to his great surprise found the water roaring in dreadfully. On examination, he found it was a butt started, and the more they endeavoured to press anything to stop it, the more the plank forsook the timber. They then went on deck to encourage the people at the pumps. Captain Nicholls had made a mark with a piece of chalk to see how the water gained upon them. Finding their case desperate, he went to all the Frenchmen's cabins and begged of them to rise: telling them, that though their lives were not in danger, their help at the pumps was highly essential. They immediately got up, and cheerfully assisted.

By this time it was daylight, when, to their great surprise and concern, they saw the Violet on her broadside, a little distance from them; and the fore-yard broken in the slings the fore-top-sail set, and her crew endeavouring to free her of the mizen-mast, as it appeared she had just then broached to, by the fore-yards giving way. It came on a most violent squall for ten minutes, and when it cleared up, they found,

to their great and deep concern, that the poor unfortunate Violet, with near four hundred souls, was gone to the bottom. This fatal disaster shocked even the stoutest on board the Duke William; especially as a similar fate was now threatening them.

All the tubs before mentioned, were now got together and made gangways, the Frenchmen and women, who behaved with uncommon resolution, assisting. They then opened all the hatches, and as the water flowed fast into the hold, they filled the tubs and hauled them up, and turned them over the combings on the upper deck, which, with three pumps constantly at work, and baling out of the gun-room scuttle, must have vented a large quantity of water. A seam would not have hurt them, but a butt's end was more than they could manage; however, every method was tried which was thought of service. They quilted the sprit-sail with oakum and flax, with one of the top-gallant-sails in the same manner, to see whether anything would suck into the leak to stop it, but all in vain.

They continued in this dismal situation three days; the ship, notwithstanding their endeavours, full of water, and expected every minute to sink. The captain had given all the liquor that was left on board to the people, and all the provisions; the hold being full of water, and the ship swimming only by the decks being buoyed up with empty casks.

About six o'clock on the fourth morning, the people came to the captain and declared they had done all in their power; that the vessel was full of water; and that it was in vain to pump any more. The captain told them he was convinced that what they said was too true, and complimented them upon their attention and exertion. He then acquainted the priest with their situation, assuring him that every method for saving the ship and the lives of the people had been resorted to in vain, and that they expected the decks would blow up every moment. The priest appeared confused; but immediately went to give his people absolution; and a melancholy scene ensued. Strong, hearty, and healthy men, looking at each other, with tears in their eyes, bewailing their unhappy condition, and preparing for death.

Captain Nicholls now walked upon the deck with Captain Moore, desiring him to think, if he could, of some expedient to avert their destruction. Captain Moore, with tears in his eyes, confessed that he knew of no method. Captain Nicholls

proposed hoisting out the boats, that in case a ship should appear, they might save their lives, as the gale was more moderate. Captain Moore thought it would be impossible, as everyone would endeavour to get into them. The former captain, however, called his mates, carpenters, and men, and proposed getting their boats out, at the same time acquainting them that it was to save if possible, every soul on board, and that in case any person was to be so rash as to insist upon going into the boats, besides those who he should think proper, he would immediately punish such person. They all solemnly declared that his commands should be as implicitly obeyed as if the ship were in her former good condition—a rare instance of obedience and submission.

The captain then went and acquainted the head prisoner whom they had on board, with what they were going to attempt. He was a hundred and ten years old, was the father of the whole island, and had a number of children, grandchildren, and other relations on board. He assured the captain that he and his fellow-prisoners would assist him in anything he proposed, and the captain in return assured them that he would run the same chance with them, and never desert them.

Captain Nicholls now asked Mr. Fox and the carpenter if they were willing to venture in the long-boat; they answered bravely that they were; for whether they died in the vessel or a mile or two farther was a matter of very little consequence; and, as there was no prospect but death if they stayed, they would willingly make the attempt. The captain then proposed to Captain Moore, the carpenter, and mate, their going into the cutter, which they also agreed to. As the sea was too high to lower the boats into the water with the runners and tackles, the captain told them his people should get the cutter over the side, and have a proper painter made fast to her before she dropped into the water; and that they should have two axes to cut the runners and tackles when they should think the most convenient time. They accordingly got the cutter over the sides; and the ship lying pretty quiet, they cut the tackles, and she dropped into the water very well, and the painter brought her up. They went then to work with the long-boat. Day-light now raised their spirits, and the weather was tolerably moderate. The mate and carpenter cut the runners, and the long-boat fell into the water as well as the cutter had done; and having a proper painter made fast, she brought up extremely well.

There were people at the fore and main-top-mast heads to look out for a sail, when, to their unspeakable joy, the man at the main-top-mast head cried out that he saw two ships, right astern, making after them. Captain Nicholls went and acquainted the priest and old prisoner with the good news. The latter took him in his aged arms and cried for joy. The captain then ordered the ensign to be hoisted to the main-top-mast shrouds, and to get the guns all clear to fire. It was very hazy, and the ships were not far from them when they discovered them first.

As soon as they hoisted their signal of distress, they hoisted English colours, and seemed to be West Indiamen, of about three or four hundred tons. They kept loading and firing as fast as possible, when they perceived that they spoke each other; and setting their fore-sail and top-sails they hauled their wind and made from them. Captain Nicholls, imagining that the bigness of the vessel, and her having so many men on board, it being war time, might occasion a distrust, ordered the main-mast to be cut away, to undeceive them. They had people all the time at the shrouds to cut away in case of necessity. One of the shrouds not being properly cut, checked the mainmast, and brought her up right athwart the boats. Captain Nicholls run aft himself and cut both the boat's painters, or else they would have been stove to pieces, and sunk immediately. A dismal thing to be obliged to cut away the only thing that could be the means of saving their lives, and afterwards to see the ships basely desert them! Driven from the greatest joy to the utmost despair, death now appeared more dreadful. They had only the fore-sail hanging in the brails, and the braces of both preventers being rendered useless by the falling off of the mainmast, and the yard flying backwards and forwards, by the rolling of the ship, they were fearful she would overset entirely.

They ran from the boats till they could but just see them; and finding that they did not endeavour to join them, though they had each oars, fore-mast, and fore-sail, Captain Nicholls consulted with the boatswain on the best measures to be adopted in their deplorable situation. The captain thought, that at all events, they should bring the ship to, though he confessed it a terrible attempt to hazard her upsetting. The boatswain said it appeared too hazardous, as the vessel steered very well. However, finding the men in the boats did not attempt to join them, the captain called all the people aft

and told them his resolution. They declared it was desperate, but so was their condition, and that they were ready to do whatever he thought best. Captain Moore disapproved of the measure. Captain Nicholls then acquainted the priest, the old gentleman, and the rest of the people, with his intentions, and the motives for them. They were all pleased to say, let the consequence be what it would, they should be satisfied that he had acted for the best, they were therefore resigned to what might happen. This was a dreadful crisis; and great were Captain Nicholl's feelings when about doing that, which, though in his own judgment was right, might be the means of sending four hundred persons to eternity. His resolution, however, did not forsake him.

He persevered, and gave orders to bring the ship to. In hauling out the mizen, which had been greatly chafed, it split. They then got a new stay-sail, and bent it to bring her to, which had the desired effect, though it was a long time before this was accomplished, and they were once afraid that they should be obliged to cut away the fore-mast, by a large sea striking on her starboard quarter. The next sea hove her to, and she stayed very well. When they saw, from the yawl, that she was lying to for them, they shipped their fore-mast, and ran them on board. As there was too much wind and a large sea, to sprit the sail, they came on board, holding their sheets in their hands. As soon as she came, Captain Nicholls sent some men into her to row and fetch the long-boat. They soon joined her, got her foremast up, and set sail, as did the cutter; and, to their great joy, came safe to them.

Just as they had joined them, the people from the fore-top-mast cried out, "A sail! a sail!" The captain thought it better to let the ship lie to, as, by seeing the mainmast gone they might be certain they were in distress. It was hazy weather, and they could see at no great distance; but the strange ship was soon near enough to see and hear their guns. Just after she had hoisted her colours (which were Danish), her main-top-sail sheet gave way, which, when Captain Nicholls saw, he concluded that the other captain was going to clew his main-top-mast up, to pend him, and come to their assistance, which good news he immediately communicated to the priest and others. In transports of joy they embraced him, calling him their friend and preserver. But, alas! poor mistaken men! this momentary joy was changed into many hours of despondency by a second disappointment; for as

soon as the strange captain had knotted or spliced his top-sail sheet, he sheeted it home, and hauled from them. This was about three in the afternoon. Gloomy despair then reigned in every countenance, and lamentations echoed in the air. Captain Nicholls now wore the ship, which she bore very well, and steered tolerably before the wind.

About half an hour after, the old French gentleman came to Captain Nicholls, and affectionately embracing him, said, that he and his countrymen requested that the captain and his people would endeavour to save their own lives in their boats, and leave them to their fate, as it was impossible the boats could carry all. The captain replied, that there were no hopes of life for any; as they had all embarked in the same unhappy voyage, they ought all to take the same chance. Urged by their further solicitations, he mentioned their proposal to Captain Moore and his people, who said, as nothing further could be done, they would comply with their request. They took leave of each other with tears in their eyes, and the captain requested his people to keep the boats near the ship, which he was determined not to quit himself until it was dark. They all assured him that they would not leave him, and hastened down the stern-ladder. As the boats ranged up by the sea, under the ship's counter, those that went last hove themselves down, and were caught by them in the boat.

Captain Nicholls had a little Norse boy on board, whom no entreaties could prevail on to go into the boat until he did. When it grew dark, the captain insisted upon his going, saying he would follow him immediately. He got on the stern ladder, when a Frenchman, whom the fears of death had induced to quit his wife and children, unperceived by any, got over the taffrail, and treading upon the boy's fingers, made him shriek out. Imagining somebody was in danger, the captain went to see what was the matter, the old Frenchman following him; when the latter, perceiving the man and his intentions, called him by his name, and said he was sorry to find him so base as to desert his family. The man seemed ashamed of what he had done, and came over the taffrail again. The people in the boat begged the captain to come in, as the blows, which she took under the ship's counter, were likely to sink her.

Seeing the priest lay his arms over the rails in great emotion, with all the apprehensions of death painted in his

countenance, the captain asked him if he were willing to take his chance with him? He replied, yes, if he had room for him. The captain told him he had. Immediately the priest went and gave his people his benediction: then, after saluting the old gentleman, he tucked up his canonical robes, and went into the boat.

As soon as the captain was in the boat, he bade the sailors cast them adrift. It was very dark; they had neither moon nor stars to direct them. Dreadful situation! twenty-seven in the long-boat and nine in the cutter, without victuals and drink, and wholly ignorant how far they were from the English coast. It began now to blow very fresh, with sleet and snow, and they agreed to keep as close to the ship as it was possible. The people, from their long exertions at the pumps were very much fatigued; and, after sitting awhile in the wet and cold they began to wish they had stayed in the ship and perished, as now they might endure a lingering death.

The boats now began to make water, and the men being so exhausted, became indifferent of their fate, and refused to bale them. The captain, however, prevailed upon them to heave the water out of the long-boat. Having a brisk gale, they had run a great way from the time they left the unfortunate ship; but at ten a.m. to their great sorrow, it fell calm, which threw the people into absolute despair. Captain Nicholls observed that the water was coloured: and asked for twine, one of the men gave him a ball which he had in his pocket. They then knocked out the bolts of the long-boat, to make a deep sea lead with, and, when sounded, to their great joy they found but forty-five fathoms water.

The people now began to complain of hunger and thirst, when the captain showing, that as they had nothing to eat or drink it was useless to complain. He was certain, by their soundings, they were near Scilly, and did not doubt, if it cleared up, but they should see land. He begged them then to hope for the best, and bear up with manly resolution. His little Norse boy (who always kept close to the captain) now told him that he had got some bread in the bosom of his shirt; but when he took it out it was like baker's dough. It was notwithstanding very acceptable, being about four pounds. The captain put it into his hat, and distributed it equally, calling the yawl to have their share. This, instead of being a relief, increased their troubles; for, having been so wet and clammy, it hung to the roofs of their mouths, and they had

nothing to wash it down. Mr. Fox had some allspice, which was of very little service. One of the sailors having a pewter spoon, they cut it into junks, and by forcing them down their throats, created a saliva, and by this means they swallowed it.

A light breeze sprung up about noon at S.W. By the boats being foul of the main-mast, &c., the oars were all washed out, except two in each boat. The captain, hearing a noise among the crew, inquired the reason; and having been informed that two sailors were disputing about a couple of blankets, which one of them had brought from the ship, he observed that the present was no time for contentions, and ordered the blankets to be thrown overboard. On recollection, however, he desired them to be brought to him, as he would convert them to a purpose that would be serviceable to all. On asking for a needle and twine, which he was presently furnished with, he told them that he designed to make a main-sail of them, and requested the mate to take the remainder of the painter and unlay it; as, it being a three-strand rope, it would make them shrouds and a stay. They erected one oar for a main-mast, and the other they broke to the breadth of the blankets, and made a yard of. The people in the cutter seeing what they had done, and having a hammock with them, made a main-sail of that.

At four p.m. it cleared up, and they perceived a brig about two miles from them. Captain Nicholls now ordered the cutter to give chase, and let them know their distress; for being lighter than the long-boat, he thought that she would soon overtake them. The brig seeing them alter their course, stood from them directly. In consequence of their strange appearance, and it being war time, she probably took them for one of the lug-sail boats, which the French privateers used to frequent the lands off Sicily with. The cutter, however, gained on the brig very fast, but, to the great mortification of those in the long-boat, by the time they supposed her mid-way, a very thick fog came on, and they saw neither the brig nor the cutter any more.

Night now coming on, and it being still very foggy, the people, nearly dead for want of sleep, reposed themselves, sitting, half way in water, for it was impossible for so many to find seats. Captain Nicholls, anxious for the preservation of his people, endeavoured to keep his eyes open, though this was the fifth night that he had taken no rest. About eleven

it cleared up. The captain thought he saw land. Everybody was asleep but the man at the helm and himself. The captain, however, was determined not to call out "land" till assured it was so. Again he thought he saw land. The man at the helm had by this time dropped asleep, and Captain Nicholls took the tiller. After some time, he awoke Captian Moore, and told him that he thought he saw land: but Captian Moore only answered in a tone of despondency, that they should never more see land, and dropped asleep again. Captain Nicholls then awoke Mr. Fox, who had had a good sleep, and seemed quite refreshed. Mr. Fox immediately cried out that they were near land, and close in with the breakers. Thus it was fortunate that Mr. Fox was awake; for in all probability they would all have perished by running on the breakers, as Captain Nicholls was totally unacquainted with them. At the word "land!" everyone awoke, and, with some difficulty they cleared the rocks.

At first they could not distinguish what part of the English coast it was; but it clearing more and more every moment, Captain Nicholls looked under the lee-leach of the blanket main-sail and discovered St. Michael's Mount in Mount's Bay. The boat would not fetch the land near Penzance; and as they had no oars, it was determined not to endeavour to run round the Lizard, but for Falmouth; and wherever she would chance to fetch, to run her boldly on shore. It was a fine night; and after they got round the point, they found the water very smooth. They kept the boat close to the wind, and fetched between Penzance and the Mount. The joy in finding themselves in such a happy condition is not to be described; it gave them new life and strength. The people forward called out that there were two rocks ahead. Captain Nicholls jumped up and carried the boat between them without ever touching ground. In a little time after she ran ashore on a sandy beach.

The sailors immediately jumped into the water, and carried Captain Nicholls and the priest ashore. They left the boat as she was making the best of her way to Penzance. Some of the people, with sleeping half way in the water, by which they were wet from head to foot, found themselves so benumbed, that they with difficulty went along.

On their road, as they marched to Penzance, they fell in with a river of fresh water, of which they drank heartily, and were thereby greatly revived. They got into town about three

o'clock in the morning, and seeing a light in a tavern, made up to it. Having been market-day, the people to the inn were all gone to bed, but the mistress of the house was up. She was terribly alarmed at the sight of the strangers, and indeed their shocking appearance, together with the unseasonable hour of their visit, were sufficient cause for apprehension. On hearing their story, the master of the inn got up and called his servants, who soon got for them what provision the house afforded. After drying and refreshing themselves, as many as could find beds went to them, and the rest slept on the floor by the fire-side.

The next day Captain Nicholls went, with the priest, to the mayor of the town, to make a protest before a notary, in order to get credit for the people as well as for himself, who were in want of every necessary. Having been referred to a Mr. Charles Langford, a merchant, the captain went to him. This gentleman received Captain Nicholls very politely, and asked him to breakfast with him, when the captain declined, saying, he wished to breakfast with his people at the inn. The captain then requested that he would furnish him with credit; but Mr. Langford declined complying with his request, as the captain was an entire stranger to him, and he had already suffered from having been lately imposed upon.

Captain Nicholls finding that the master of the inn refused him credit, applied again to Mr. Langford for some money on his ring, watch, buckles, &c. ; but as he was going to take his buckles out of his shoes, Mr. Langford, perceiving his tears, and believing him, he said, an honest man, told him he should have what credit he pleased. He then gave him the money he required without any deposit.

During this, the second mate and eight men from the cutter arrived. They informed Captain Nicholls, that in consequence of the fog they could not come up with the brig ; that, when it cleared they saw the Land's End and got on shore. They had left the cutter as nobody would buy her, and had inquired the way to Penzance, where, as they were in great distress, they were happy in having met their fellow-sufferers.

Captain Nicholls went to the inn, paid what was owing, and for their unkindness, went to another house to breakfast. After this he got what necessaries the people wanted. They stayed a day longer at Penzance in order to rest themselves. The captain then having procured a carriage for himself,

Captain Moore, and officers, set out for Exeter. The rest of the people, who had procured a pass of the mayor, walked. At Exeter, Captain Nicholls was entertained by a worthy friend of his, Samuel Killet, Esq., collector of the customs, who sincerely sympathised with him on account of his misfortune, and the loss of the Duke William, with 360 souls. Mr. Killet provided a house, a good supper, and beds, for them at his own expense. They stayed in Exeter two days, and then set out for London.

What is very remarkable, when Captain Nicholls and his party left the Duke William in distress, there was a small jolly-boat on board; and just before she went down, four Frenchmen threw her, with two small paddles, overboard, and swam to her. They got into Falmouth soon after Captain Nicholls landed. They were no seamen, nor had ever seen the English coast, so that theirs, like that of the long-boat and cutter, was a most miraculous escape. The Duke William (according to their report) swam till it fell calm, and as she went down her decks blew up. The noise was like the explosion of a gun, or a loud clap of thunder. The Frenchmen had but just left her when she was seen no more.

BURNING OF THE LUXBOROUGH, IN THE WEST INDIES.

THE narrative which we are about to give is taken from a statement drawn up and authenticated by the signature of one of the survivors, a gentleman, whose station and character would be sufficient guarantee for its correctness, if indeed the simplicity of the tale did not give it the impress of truth. That gentleman, Mr. William Boys, was a native of Deal, in Kent, and descended from one of the most respectable families in the country. When only fourteen years of age, he went to sea, and, after serving ten years, in the navy, embarked as second-mate in the ship *Luxborough* of 26 guns, and 340 tons, employed by the South Sea Company for supplying Spanish America with slaves and European goods under the *Assiento* contract. After escaping, in the manner

we are about to narrate, from the wreck of his vessel, he again entered the royal navy, and was constantly employed at sea during nearly thirty years, passing through different gradations, of rank until he was commissioned to wear the broad pennant, as commodore, on board the Royal Sovereign of 100 guns, and was appointed commander-in-chief of his Majesty's ships in the Thames and Medway. In 1761, he was made lieutenant-governor of Greenwich Hospital, and died in 1774, while holding that appointment. Three of his grandchildren, who have distinguished themselves in the naval annals of the country, now bear commissions as admirals in the service.

"On the 23rd of May, 1727," says Mr. Boys in his narrative, "we sailed from Jamaica to London, and on the 25th of June were in latitude 41 deg. 45 min. north, and longitude 20 deg. 30 min. east, from Crooked Island. About half an hour past noon, the captain's cook discovered flames of fire through the lining of the fore-castle, and ran in consternation to the quarter-deck to give the alarm. At the same instant, the head of a puncheon of rum burst out with an explosion resembling the report of a cannon, which at once alarmed the whole ship's company. It appeared that two black boys had been sent by the steward to the store-room to draw off a bottle of rum, and observing some liquor on the deck, out of an unhappy curiosity to discover whether it were spirit or water, for the water-casks were all there, had put their candle to it, and in an instant the whole was in a blaze. Finding themselves unable to extinguish the flame, they left the place and hid themselves.

The third-mate, the surgeon, the carpenter, and myself, got forward immediately, ripped off the tarpauling, opened the fore-hatchway, and then saw the lazaretto, or store room, in a liquid fire. We went below and endeavoured to stifle the flame with swabs, rugs, blankets, our own clothes, and things of that sort; but finding all our efforts in this way ineffectual, we sent the pump to work, in the head, whence the water was handed down to us. In the meantime, the captain indiscreetly ordered a scuttle to be cut through the deck of the fore-castle, with a view to pour water directly on the fire; but this made the flames rage with redoubled violence, and the whole fore-castle was soon in a blaze. We who were below, finding the fire to increase very much upon us, desired the people on deck to get out

the boats while we would still endeavour to quench the flames, which they promised to do; but when we could stay no longer below, for the great heat, and came upon deck, we found not the least preparation made to hoist out the boats, the captain and the greatest part of the crew being on the quarter-deck crying to God for help, without using any means to save themselves.

When I afterwards questioned the captain, in the boat, as to the cause of this inactivity, he told me they expected every moment the powder would take fire and blow up the ship. This powder was directly under the scuttle where the fire was raging, a circumstance we did not think of, or we might have done as they did. I immediately endeavoured to persuade the people that the boats were our only resource, and proceeded myself to prepare and apply the tackle to the yawl. I was hoisted out in the boat, by desire of the chief-mate, for fear, when she should be in the water, the men should run away with her before the long-boat could be got out. As she was lowering down, he handed me the oars, one of which fell overboard, so we had but three. By the time she was in the water, there were seven or eight men in her, whom I entreated to return to the ship again in order to get out the long-boat but they were unwilling to go back, unless I would accompany them; upon which, I took hold of a rope, and was stepping into the ship, when I observed the captain dropping into the boat. I pressed him to go back with me, but he told me the long-boat's bow was on fire, and at that instant, by a roll of the ship, I perceived the flames coming up the fore-hatchway above the long-boat's bow.

At the same time it became necessary to put off the boat, as the people were crowding into her, and there were then in her twenty-two men and boys. As we passed under the ship's quarter, the captain called to the chief-mate, who was his brother, entreating him to jump into the water and swim to the boat; but he declined it, saying, it was impossible the boat could swim many minutes, she having then her gunwale nearly even with the water, and the wind blowing very fresh.

We left sixteen men and boys in the ship, who all perished. They attempted to get out the long-boat, and had in part succeeded, but before they could get her over the side, we saw her bow fall on the deck; probably they could not stand near

her for the flames, or the tackle was burned and gave way. In somewhat less than half-an-hour after we quitted her, the ship was all on fire as far as the bulk-head of the steerage, most of the unhappy men being then on the quarter-deck. Shortly after, the whole of this part burst up at once in a flame. The guns went off from time to time as the metal grew hot; but her upper works were wholly destroyed, and nearly three hours elapsed before the gunpowder took fire. The explosion rent her to pieces, and we saw no more of her. Could we have stayed by the ship we probably might have saved some provisions after she blew up, but we were obliged from the first to put the boat right before the sea with two oars to prevent her filling.

As soon as our attention was disengaged from the ship and our comrades on board, we began to reflect on the horrors of our own situation. I came into the boat in my shirt and drawers, having thrown the rest of my clothes upon the fire. We had not time to take with us a morsel of victuals, or drop of drink; we had neither mast, sail, nor compass, and were at least 120 leagues from the nearest land. It blew and rained hard the first two days and nights, and the sea ran so high, that we were obliged to sit close together abaft, on the gunwale, to keep out the waves. At this time we might have saved a considerable quantity of rain-water, but the apprehension of immediate destruction obliterated every thought of providing for our future wants, and besides, we had no vessels in which it might have been kept.

On Wednesday it was fine weather, and then, as Providence had so wonderfully preserved us hitherto, we began to entertain some hope of deliverance, and contrived to make a sail, by sewing together three frocks and a shirt, with a sail-needle and some twine, which fortunately were in the pocket of one of the black boys. The broken blade of an oar, found in the boat, formed a tolerable yard. One of the oars served for a mast. The halyards were formed of our garters, which were converted likewise into a tack and a sheet. We then ripped up the bottom-boards, under which we found several nails. A caulking-mallet was likewise discovered, and we were enabled to nail the boards to the gunwale, where the boat was straight, by way of wash-streak, and where she rounded abaft, we nailed slips of the men's frocks, all which answered bravely.

Thus equipped, we hoisted our sail and steered as well as

we could to the northward, knowing Newfoundland to be in that quarter; for on the day the ship was burnt I had worked my day's work, and pricked off my reckoning on the draught and I took particular notice of our bearing and distance from Newfoundland. We judged of our course a few days by the sun, the stars, and the captain's watch, which went pretty well; but afterwards it proved foggy, and we could not then judge which way we went.

On the 5th day it blew a storm, and, about noon, when the gale was at its height, and our little boat in the utmost jeopardy, it was proposed to throw overboard the two black boys who set the ship on fire, in order to lighten the boat, which I opposed strongly; but, at the same time, thought it expedient to cast lots and give all an equal chance, which the captain would not consent to. However, we continued to talk of these measures till the evening, when John Horn, who had been delirious with terror from the time we entered the boat, and one of the negro boys, both died, and then, the boat being lightened and the wind abating, we had no further occasion to consider the subject. The next day, in the afternoon, three more died raving, and calling out incessantly for water, as was the case with all who died afterwards; and it was no small fatigue to us to restrain the poor wretches from jumping overboard to cool and refresh themselves in the sea. Our thirst became intolerable. Everyone but the captain, surgeon, and myself, drank sea-water, which, by a false taste, they thought to be quite fresh. We washed our mouths with it, but swallowed none. The sail was frequently lowered, and drained of every drop of moisture we could wring from it; then we sucked it all over, as we did everyone his neighbour's clothes when wet with fogs or rain. Twice we saved some water, to the quantity, on the whole, of about three-quarters of a pint a-piece; but these sparing and irregular supplies availed but little to alleviate the torments of thirst under which we languished.

The sensation of hunger was not so urgent, but we all saw the necessity of recruiting our bodies with some more substantial nourishment, and it was at this time we found ourselves impelled to adopt the horrible expedient of eating part of the bodies of our dead companions, and drinking their blood. Our surgeon, Mr. Serimsour, a man of the utmost humanity, first suggested the idea, and, resolute to set us an example, ate the first morsel himself; but, at the second mouthful

turned his face away from as many as he could and wept. With great reluctance we brought ourselves to try different parts of the bodies of six, but could relish only the hearts, of which we ate three. We drank the blood of four. By cutting the throat a little while after death, we collected a little more than a pint from each body. Here I cannot but mention the particular respect shown by the men to the officers; for the men who were employed in the melancholy business of collecting the blood in a pewter basin that was in the boat, and the rest of the people, would never touch a drop till the captain, surgeon, and myself, had taken as much as we thought proper. And I can truly affirm, we were so affected by this strong instance of their regard that we always left them a larger share than of right belonged to them. This expedient, so shocking in relation, and so distressing to us in the use, was undoubtedly the means of preserving those who survived, as we constantly found ourselves refreshed and invigorated by this nourishment, however unnatural.

We often saw birds flying over our heads, and fish playing round the boat's stern, which we strove to catch with our hat-bands knotted together, and a pin for a hook, baited with a piece of the dead men's bodies; but with all our contrivance, could not catch either fish or bird.

On the 7th day our number was reduced to twelve. At night the wind came up moderately at S.S.E., as we judged, and increased till it blew a storm, which continued, with very thick weather, till about four the next morning, when it cleared up, and we found the wind to be about N.N.E., still blowing hard, and the sea breaking in a tremendous manner all around us; but it pleased kind Providence that no very heavy seas struck the boat, which must have occasioned instant destruction, though we shipped as much water as we could manage to bale out. During the gale we were obliged to scud before the wind, which carried us much out of our way, and greatly diminished our expectation of reaching land. Our only hope was to be seen and taken up by some vessel, if the weather should be clear, which, indeed, was seldom the case. When foggy, and in the night, we frequently made as loud a noise as we could, that we might be heard by any passing vessel. In the day-time, our deluded fancies often represented to us the forms of ships so plain and near us that we called to them a long time before we were undeceived; and, in the night, by the same delusion—the effect probably,

of fever—we heard bells ring, dogs bark, cocks crow, and men talk, on board of ships close to us; and blamed these phantoms for their cruelty in not attending to our distress.

On the 5th and 6th of July, three more of our company died. In the afternoon of the 6th, we found a dead duck, which was green and not sweet: but we ate it, and heartily praised God for it, though in a happier situation it would have been an object offensive and disgusting.

July 7th, in the forenoon, we took a formal leave of one another, and lay down in the bottom of the boat with a dead body, which we tried, but had not strength, to throw overboard, never expecting to get up again. We covered ourselves with the sail, which we had lowered some time before, through despair of its being of further use to us. After a while, finding myself uneasy, and wanting to change my posture, about one in the afternoon, I laid my hand on the gunwale to raise myself a little, and, in the act of turning, thought I saw land but said nothing till I was perfectly satisfied of its reality, having frequently suffered the most grievous disappointments in mistaking fog-banks for land. When I cried out 'Land! land!' and we were all convinced that it was so, good God, what were our emotions and exertions! From the lowest state of desponding weakness we were at once raised to ecstasy and with a degree of vigour that was astonishing to ourselves, we hoisted the sail immediately. The boatswain, who was the strongest man in the boat, crawled to the stern and took the tiller. Two others found strength to row, from which we had desisted the four preceding days, through weakness. At four o'clock another man died, and we managed to throw both the bodies overboard.

The land, when I first discovered it, was about six leagues off. The wind was favourable, and, with sail and oars, we went three or four knots. About six o'clock we perceived some shallops in with the land. We steered for the nearest, and came up with her about half-past seven, just as she was getting under sail to carry in her fish. We hallooed to them as loud as we could, and they lowered their sail to wait for us; but, when we were close on board, to our great grief and astonishment, they hoisted their sail again and were going to leave us; our moans, however, were so piteous and expressive that they soon brought-to and took us in tow. They mistook us for Indians, or, rather, as they told us, did not know what to think of us, our whole aspect was so unaccountably dismal,

and horrible. They gave us biscuit and water, but the latter only was acceptable, having totally lost our appetite for solid food.

At about eight in the evening, we got on shore in Old St. Lawrence Harbour, on the western side of Placentia Bay, in Newfoundland, and were most kindly treated. They made chowder (a mess made with the heads of codfish) for us, and gave us beer made of the tops of juniper, fermented with molasses. We lay all night before a large fire, expecting a good night's rest, but could get very little sleep on account of the violent pains all over us. Captain Killaway died about three o'clock in the morning, having been speechless thirty-six hours before. Our bodies were soon covered over with boils and sores, and it was eleven days before any of us could walk abroad.

On the 20th of July we left St. Lawrence Harbour, and got to Placentia on the 24th, with our little boat astern, in which we went on board the *Ludlow Castle*, a man-of-war commanded by Captain John St. Loo, who entered us immediately for victuals, and gave us leave to live on shore at the kind invitation of the governor, who paid for the board of the surgeon and me at the tavern, and sent the rest to the barracks, where they were taken good care of, and recovered fast. When I told Captain St. Loo of the number of persons who came from the *Luxborough* in one boat, he knew not how to give credit to my story; and one calm morning he ordered as many men as could be safely stowed in her to be carried on shore, when they could crowd no more than twenty into her with any prospect of working the boat. But, alas! we were forced to lie on one another, at first, in the most uneasy situation, till death made room for us. On the 4th of September, five of us (one went to New England) sailed for Bideford, and arrived safely there on the 1st of October, after escaping great danger from the crazy state of the vessel. At Barnstaple, the mayor paid our horse-hire to Ilfracombe. From thence we went by water to Bristol, where the merchants on 'Change collected money for our fare to London in the stage-coach, at which place we arrived on the 14th of October.

The boat in which we were saved was sixteen feet long, five feet three inches broad, and two feet three inches deep, pretty sharp for rowing well, and made to row with four oars."

For the whole of his after life Mr. Boys was accustomed annually to commemorate his escape by acts of private

devotion, and an almost total abstinence from food during twelve successive days, beginning with the 25th of June, and besides adopted as a motto to his armorial bearings, the legend, "From fire, water, and famine, preserved by Providence."

LOSS OF THE PRINCESS OF WALES, AT THE CROZETTE ISLANDS.

ON the 9th of May, 1820, the Princess of Wales smack, 75 tons burden, Mr. T. Beckwith, commander, sailed from London for Prince Edward's Island, in the Indian ocean, with a crew of fifteen men, for the purpose of catching seals and sea elephants for their skins. The sailors on such expeditions are generally made partners in the venture, as they receive only a certain share of what is caught as their wages. She arrived at her destination, and "sealing" was commenced on the 1st of November, 1820, and they continued their work until near March, when they went farther on to some desert islands, discovered by Captain Cook, in 47 deg. S. latitude, and 47 deg. E. longitude, which are rarely visited, called the Crozettes. On the 17th of that month a party, consisting of eight of the crew, were sealing on one of the islands, and the vessel was at anchor at another, within sight of the first island. In the course of that day a heavy swell came from the S. E., and the captain, in order to gain an offing, was obliged to slip the cable, and stand to sea.

A calm came on soon after, and they lost all power over the smack, for the current ran strong against a reef of rocks, and the swell continued very heavy. In this condition they continued, in hourly expectation of striking until midnight, when she struck with tremendous force. It was then proposed to get the boat out and try to gain the island; but the captain, who knew its desolate condition, and believed they could only linger out a few days there, in dreadful want, opposed the proposition, and he chose rather to close his sufferings by a speedy death as the less horrible alternative.

The crew, however, considered that there was still hope, and under the circumstance, assuming the right of acting for

themselves, they got the boat out over the gunwale, and threw into her a few things which they were able hastily to collect. Still however, they refused to leave their captain to perish, and after some entreaty they prevailed upon him to commit himself to the boat with them. The night was dark, rainy, and boisterous, and the sea dashed over the rocks by which they were surrounded. They found the shore to be much nearer than they expected, but could not land, as it was bounded by a perpendicular rock. After rowing about for nearly four hours, they came into a sort of cove, where they got on shore in safety, but the boat was swamped. How they escaped the rocks in that darkness and heavy sea was afterwards matter of astonishment to them. They hauled up the boat, turned it over, and got under it.

When the day broke they perceived the vessel lying on her beam-ends, with a large hole in her lower planks, which proved that from the instant she first struck she could not afterwards have lived. The sea was washing over her, and it was evident that she must soon go to pieces. They were unable to launch the boat to save anything from the wreck. Amongst the articles put into the boat was a tinder box, and with a few materials, which they picked up on the shore, they made a fire, and caught a few birds, which they dressed.

On the next day they succeeded in launching the boat, and proceeded in her to a cove at about five miles distance, which was nearer the vessel. They succeeded in reaching her, and getting out the captain's and the mate's chests, landing them, and in picking up a number of planks. The next day they picked up a try-sail, and some casks of bread which was spoilt, but a gale coming on, prevented them from putting out in the boat to visit the wreck, as it blew furiously. The next day they saw, to their distress, that nothing was left of her but the masts, which had got entangled by the rigging among the rocks. This was the last thing they saved. They then hauled the boat up to live, or rather to sleep, under her, and this was their only shelter for three weeks, during which time they subsisted chiefly on birds, and the tongues and hearts of sea-elephants. They had got some of their hunting implements on shore, and were able to kill this animal with ease, whenever they caught it, and its great importance to them will appear in the course of the narrative.

The weather was so rainy and inclement, that until the end of three weeks they were unable to begin to erect any com-

modious shelter. At the expiration of that time they collected all the timber they could find, for the island did not produce a shrub. With a part of these materials, and some stones, at the end of a few weeks they completed a house or shed. They covered the top with sea-elephants' skins, to keep out the rain, and the weather, at the sides, by means of turf. They made their beds of a soft, dry grass, with which the island abounded, and over this they had coverlids of sea-elephants' skins, and on the whole, they made their shelter tolerable. They soon got into a settled course of life. They hunted seals and sea-elephants. The latter animals were their chief subsistence, and, to use the expression of one of the sailors, it was "meat, drink, fire and lodging" to them. The carcass is often much larger than that of the largest ox, but it was only certain parts of it they could eat, the most considerable part of it being blubber, this blubber serving them as fuel. They made a grate with some stones, and the hoops of a cask. They placed at the bottom some dried grass, and over that some elephant's blubber, and when the grass, arranged in this manner, was lighted, the blubber burnt of itself, and made fine blazing fires. They were enabled to divide the time by a watch which the captain had saved. In the mornings they rose about eight o'clock, and breakfasted on fried birds. These consisted of several species peculiar to those latitudes, but the chief was a species which the sailors call "Nellys," which burrow in the ground, and are easily caught.

After breakfast they went out to hunt, leaving one or two behind to cook dinner. This dinner consisted generally of a sort of soup, composed of sea-elephant's flippers, heart, and tongue, chopped in pieces. They could find no vegetables on the island, which produced nothing but grass, excepting a plant like a cabbage, that was extremely bitter, and this they made use of occasionally to flavour their soup. Great inconveniences were at first sustained for want of proper eating utensils, as there was only the large kettle in which their soup was made. They managed, however, to make some wooden spoons for themselves. They next cut down an old cask, and with it made a kind of soup tureen, out of which they all ate together.

Their last improvement was to manufacture a sort of wooden trencher for themselves, when they ate comparatively in a superior style of comfort. In the soup they sometimes put elephant skin, which had the appearance of tripe, but in taste

and substance it is described as of a more "leathery" nature. After dinner some of them went out again to hunt for "grub," some remaining at home, the swiftest runners being chosen to hunt the seal. At "tea-time," or dusk, they returned and partook of a mess composed of penguin's eggs, boiled in water. Now and then they killed the albatross, which is rather a strong bird, and roasted it; but as the young ones were highly esteemed, and as the mariners daily began to lose their hope of being delivered, they were afraid to kill the old birds lest they should quit the island, and in this fear they permitted them to live as "stand boys." For the same reason they spared the penguins, which supplied them plentifully with eggs. The young seals were considered as the greatest luxury, but they, as well as the old ones, were but too scarce, and their skins were in high request for clothes. For at the end of a few months, from their mode of life, their clothes gave way; and indeed, the climate was so cold and wet that they were not fit to withstand the inclemency of the weather. The men set to work and made themselves clothes of the seal-skin, some using the hair inwards. They made a needle out of a nail. For shoes they made themselves a sort of sock or buskin of the same material, and they constructed various kinds of caps, which, as their beards were pretty long, by no means tended to improve the physiognomy.

Meanwhile with regard to the other sealing party of eight men, which quitted the ship to go to the first island, it was appointed that they should remain fishing on the island for a week, while the smack should proceed on to the next island, and at the end of the time, return to them with fresh provisions. In order to give a notion of the kind of life which these hardy men endure in the fisheries or places of this description, it may be worth stating, that with provisions for a week or so they set out from the vessel round these desert islands, to the difficult parts frequented by the seals. They haul the boat ashore in the quarter where they hunt the prey. They turn the boat, which is generally built light, bottom upwards, placing a large stone at each end to elevate her, and make her rest on one side to allow an opening. The space along the side, with the exception of one hole to crawl in at, is then closed up by dirt to keep out the wind and rain. Under this shelter, they sleep during their absence from the vessel, in weather generally rainy, and often with snow upon the ground for days, and yet the men are mostly in fine robust

health, and under the incitement which they partake as sharers of the spoil (though that share is sadly disproportionate to their labours) they pursue the chase with the greatest vigour, and in an ordinary voyage, we understand, will often take upwards of 10,000 skins.

This party, on going at the end of the week to the place where it was agreed the smack should take them up, were greatly perplexed that she did not make her appearance, but their distress may be conceived, on finding different parts of the wreck floating near the shore, which led them to the conclusion, from perceiving no other traces, that she, with all their comrades on board, had perished in the storm. They remained in this spot more than six weeks, in a most gloomy situation, and then removed to another part of the island for the convenience of provisions. They there stayed out the winter, living on seals and sea elephants, which they also cooked with the blubber, which is highly inflammable. At the expiration of that time provisions became scarce, and they removed round the island for the purpose of crossing over to the next island, in hopes of finding the seals there in great plenty. The distance between the two islands is little more than ten miles. They fortunately landed at the very spot near where their shipmates had built the house, and there they met, to the great joy of both parties.

The fishing party brought with them their kettle, frying-pan, and some implements which were highly acceptable, and increased their scanty means of comfort. They lived altogether for a time in the manner stated. Their occupation was either hunting for provisions or preparing them, and mending or making their clothes. The snow was sometimes for a long period on the ground, and there were but three weeks' fine clear weather in the year. Some months the weather was so bad that they remained in the house for more than three days together. In those dreary times their great consolation was a Bible, which had been given to them by Captain Cox, the agent to the Merchant Seaman's Bible Society, which the captain and others of the crew read aloud to the rest. It was, in fact, read every day, by one or other of them, and some who had never read it before, read it during the time they lived on the island several times over. It effected in the characters of several a change highly beneficial, and promoted piety and resignation in the whole. During their stay there, were no parties amongst them; no quarrelling,

and none assumed command, but obedience of the best kind existed—namely, that produced by a conviction of the utility and propriety of the thing proposed, and a mutual desire to be serviceable. They all gave their utmost exertions to the execution of whatever was suggested by the most experienced or received the sanction of the majority.

After they had been together for about three weeks, and the prospect of deliverance from the dreary solitude, getting every day more remote, it was proposed to construct a vessel with the timber of the wreck, and the materials of which the house was built.—There were the remains of a hut built on the other island, by some Americans who visited it some years before, when seals were more plentiful. With these and what had been saved from the wreck, the carpenter reported that a vessel might be built, and they set to work upon that object immediately. The sails were to be made of seal-skins sewn together, and a party consisting of eleven went to the first island, for the purpose of collecting and preparing them, and digging up the timber which had been used for the house. The collection and preparation of the skins took three weeks and in a week more they collected all the timber for the building of the vessel. From the state of their provisions, it was found convenient that five of their number should return and stay at the other island, as there were not provisions sufficient for the subsistence of all at the island, where the house was built. This party, therefore, having received a proportionate share of the utensils—namely, one kettle, and the bottom of an old one, which was used as a frying-pan, they set off. Those who remained, in order that they might apply the timber used in constructing the old house to the building of their vessel, set to work to build a new habitation, which they formed chiefly of stones and turf.

This house appears to have been an improvement on the first, inasmuch as it had the luxury of three chimneys, which however, either would not draw, or were insufficient, as the inmates were obliged to cut a hole in the gable end to let out the smoke. At this time they used the elephants' bones, with the blubber as fuel, the fumes from which were by no means agreeable. Having finished this, they shifted their things into it; tore down the first, and then cleared the place where it stood for the purpose of building the vessel upon it. They laid the keel, made from the topmast of the wreck, to erect a vessel whose keel should be twenty-nine feet, and built like

a lugger, and of about four and a half feet high. It was calculated that she would be about twelve tons burden. They worked at it with assiduity, animated by the hope of delivering themselves. Their history of their various expedients to supply the place of regular tools and materials, though unintelligible to the general readers would be highly interesting to nautical men. At the end of five months they had completed her with her seal-skin sails, and they set off to the other island to fetch the other five men, that they might assist in the launch.

Nearly two years had now rolled over since they were first wrecked—a time which, as marked by their privations and anxieties, appeared as long as their lives. The five men who were in this first island were dispersed in search of food, and the larger party were obliged to go in pursuit of them.

On the next day after their arrival, a gale sprung up and their boat was driven about seventy yards from where she was made fast, and her stern knocked to pieces. They occupied themselves in attempting to repair the disaster, which threw them into great dismay. The day was fine, when an old man, who was out on a mountainous point trying to descry their comrades, came running down in great haste, and presented himself before them in a bewildered state. He gesticulated without being able to speak a word, when the captain, not conceiving the cause, said, "What's the matter with you, you foolish fellow?"

At last he recovered as far from effects of his joy as to be able to tell them he had seen a vessel standing in towards the shore. This none of them would believe, and all said it must be a bird sitting on the water, an object which had often deceived their hopes. The man, however, was convinced that he was not mistaken, and asked who would go with him to see the vessel, when one offered to go with him and ascertain the fact; and a tinder-box was given to them, that they might, if it were true, make a fire to show those on board that there were human beings on the island. To their indescribable joy, these two men, on getting to the place where she was first discovered, saw a schooner standing along shore, and, from the carcass of a sea-elephant just killed, and other traces, perceived that the crew must have been on shore. They then sought for and killed one of those animals, and with its blubber they soon made a fire on the promontory,

that evidently caught the attention of the schooner, as a boat was seen to proceed from her towards the shore.

The men ran down eagerly to meet her, but when the boat got near the shore, the crew evidently hesitated, on seeing the two men, whose appearance must certainly have been of a dubious nature. They were naked, with the exception of their rough brown fur jackets, as they had thrown off their skin trousers, which were exceedingly thick and heavy, for the convenience of running. They, however, hailed the crew, in a manner which proved them to be civilized beings, and they were taken on board. The vessel turned out to be an American schooner, which had come for the purpose of sealing and trading in those seas. The captain received them very kindly, and gave them shirts and trousers. It was sunset when they were taken on board, and the next day the captain and the remaining party were fetched. They proceeded in search of the other party, who descried the vessel with a degree of joy equal to that of the first man who saw it, and on the boat approaching the shore, hailed it with three cheers, which was returned by their comrades on board. Those on shore were so overjoyed, that they did not wait for her coming to shore, but rushed into the water to haul her up. They were all taken on board. They assisted the schooner in loading, and after taking all things on board, she sailed for the Isle of France, her destination.

THE ORIGINAL ROBINSON CRUSOE,

BEING AN ACCOUNT OF

ALEXANDER SELKIRK'S ISLAND LIFE.

IN the beginning of the year 1705, two ships, the *St. George*, of twenty-six guns, commanded by Captain Dampier, and the *Cinque Ports*, of sixteen guns, commanded by Captain Stradling, set sail from England to cruise against the Spaniards in the South Seas. On board of the latter vessel was a sailor of the name of Alexander Selkirk, whose strange adventures and long and lonely stay on an uninhabited island,

Defoe took as the groundwork of his celebrated romance of Robinson Crusoe.

In the course of the voyage, it was found that the captains could not agree. They had frequent quarrels, and long before the ships arrived at the island of Juan Fernandez, they had more than once threatened to part, and pursue a separate course. Having taken in water, however, at Jaun Fernandez, they proceeded on their voyage; and coming in sight of a Spanish vessel, they forgot their disagreements for a time, and uniting their forces, attacked and took her.

She proved to be a merchant ship with a valuable cargo. The division of the spoil, unfortunately, led to a fresh and more obstinate quarrel; in consequence of which, Dampier refused to sail any longer with Stradling. The ships accordingly parted; the former persevered in his cruise, while the latter returned to Juan Fernandez. Here dissension broke out among the crew; and while the Cinque Ports was taking in wood and water, Alexander Selkirk had so violent a quarrel with the captain that he determined to quit the ship altogether. He appears to have been rather passionate and hasty in his temper; and seeing no sign on the part of Captain Stradling of a desire to baulk him of his humour, he persevered in his intention to leave the vessel; while the captain, on his side, glad to get rid of a man whom he disliked, and no doubt wishing to furnish an example to his mutinous crew, readily complied with Selkirk's request, whom he ordered to be sent ashore, with his box of clothes, his bedding, his gun, and some gunpowder,—to which were added, an axe, a hatchet, a kettle, and some books and mathematical instruments.

The island was uninhabited and the ship remained three days there, after Selkirk's landing. During this time he recovered from his anger, and having had leisure to reflect, repented of his conduct. The solitude of the island alarmed him, and he earnestly begged to be taken on board again. But the captain refused to forgive him, and would upon no account allow him to be received into the ship. The crew were intimidated, and the vessel sailed away, leaving Selkirk by himself on the island.

The unfortunate man watched the departure of the ship with feelings which may be more easily imagined than described. Several times he felt tempted to fling himself into the sea, and swim after her; but he knew that such an attempt would be useless, and that even if he should

have the strength to reach her, the inexorable captain would not take him on board. His only hope of ever leaving the island was the chance arrival of some English ship coming there for water. So long as the daylight lasted, he remained on the shore, in the vain expectation of seeing some sail in the distance. On the approach of night, his despair and grief were turned into terror; and when he found himself in darkness and solitude, his alarm increased so much, that he could scarcely sleep or get any rest. This continued for some days; but by degrees his alarm became less and less, and when he had lived eight months on the island, he had recovered his former courage, and was no longer afraid of being alone, having become used to his solitude.

Fortunately, there were no beasts of prey on the island, which abounded with goats, cats, rats, birds, and seals. Of these animals, the rats alone gave him annoyance. It was not long before he could relish the only food that the island afforded, because he had neither salt nor bread to eat it with. His food consisted of goat's flesh, either broiled or made into broth, and sometimes he caught a large kind of cray-fish, about the size of a lobster, which when boiled he found very pleasant to the taste.

He had lived some time upon the island before he thought of building himself a house or hut. The day he passed on the sea-shore; and at night he climbed a tree. But when he felt that he had nothing to fear, and saw no appearance of any vessel, he determined to make himself as comfortable as he could, and in some degree became contented with his condition. The island abounded with pimento trees, which supplied him with wood for building and for burning. He also seasoned his meat with the fruit of the tree, it being the same as Jamaica pepper. In a sheltered spot in the wood, he built himself two huts, and covered them with a roof of long grass. Having dried the skins of the goats that he had killed, he lined the inside of the walls with them, and so made his dwelling secure from wind, rain, and heat. He cooked and eat his food in the smaller hut, and put his hammock in the other, where he slept. This being finished, he now turned his attention to taming some of the wild cats. By placing some goats' flesh for them regularly every day at his house, he soon attracted a prodigious number of them; and by degrees he coaxed a few of them to remain with him

altogether. These animals followed him in his walks, sat with him at home, and even learned to dance, while he sang tunes to them. They were useful, besides, in destroying and driving away the rats, which had not only stolen and spoiled his food and clothing, but while he slept, they had actually tried to gnaw his feet. He also succeeded in taming some kids, and the frolics and games of his cats and goats with one another, afforded him amusement, and served to beguile many an otherwise tedious hour.

The whole of the western coast of America, at that time, belonged to the Spaniards; and they had suffered much from the English cruisers, who had taken several of their valuable ships, and burnt and plundered many of the towns. The Spaniards, in their turn, were in the practice of making prisoners of all the Englishmen that they met with, and either put them to death, or what was worse, sent them to work in the mines. This, Selkirk knew; and he dreaded lest he should be found and taken by any of the Spaniards, who might happen to land on the shores of the island for water. Otherwise, he might have been relieved from his captivity much sooner than he was. One day, a Spanish ship arrived in a harbour close to that part of the island in which he had fixed his dwelling; and some of the sailors had landed before he was even aware of the ship's arrival. Finding that he was observed, and alarmed at his danger, he fled into the woods for safety. He was fired at and pursued. Running at his utmost speed—and he had become as swift of foot as a goat, from his endeavours to catch his prey—he soon outstripped his pursuers, and climbed a tree before the Spaniards could overtake him.

It happened that the Spaniards stopped under the very tree in which poor Selkirk had taken shelter. He saw them load their guns, and then, after looking about as if in search of him, fire at the goats that were feeding near. Carrying off such of these animals as they had killed, they departed to the ship without discovering him. All that night, and the greater part of next day, he remained in the tree, afraid to come down: and when he did venture to leave it, being forced by hunger and thirst to do so, he crept cautiously to his hut, and was rejoiced to find that it had not been discovered. When he at length ventured to walk towards the shore, the ship had sailed, and he had the satisfaction to feel himself once more alone.

The want of gunpowder soon added to the difficulties of his situation. So long as it lasted, he did not want for food or fire; but he was afterwards obliged to trust to fleetness of foot in securing the goats, and once, after a hard chase, he caught hold of the horns of a goat just as it reached the edge of a steep precipice, and was pulled over along with it, and got himself severely bruised, so that he was confined to his hut for ten days, and suffered from it for some time after.

The clothes that he had with him when left upon the island were now worn out; his shoes also were done; and, with all his efforts, he could not make himself any substitute for the latter. Constant use, however, made his feet so hard that he could run anywhere without difficulty or inconvenience. But he could not go without clothes; accordingly, he prepared some goats' skins, and with his knife cut the skins into the proper shapes, and then, with narrow strips or thongs, he sewed the different pieces together. A nail served him for a needle; he pierced holes in the skins, and drew the thongs through. In this rude way he contrived to make himself a jacket and trousers, and a cap, all of goats' skins. In his sea-chest, he found some pieces of linen; and with the help of his nail-needle, he set about making himself a new shirt. Instead of the thongs of skin, he used the worsted threads drawn out of his old worsted stockings.

His knife, so valuable to him, had become worn away to the back, and he contrived to make a new one in the following manner. From off the cask which had held the stores landed for his use, he stripped some of the iron hoops, which he heated, and while they were hot, he beat them thin with a hammer. He then both shaped them and gave them an edge, by grinding them upon stones; and it was an easy matter to give the blades so formed, handles; and rude as they were, these knives were of considerable use to him.

Selkirk kept an account of the goats that he caught during his stay upon the island. Besides those which he tamed, he caught and killed five hundred for food. He also caught as many more for amusement; and after marking them, by slitting one of their ears, he allowed them to go at large again. Several of these goats were alive more than thirty years afterwards, when they were seen by Commodore Anson, when he stayed some time at the island, for the purpose of recovering his sick crew.

Four years and four months passed away, and Selkirk had become almost reconciled to his lonely life. One day he descried two ships at some distance, which, from their appearance, he was convinced were English vessels. He immediately lighted a large fire as a signal, and waved a piece of linen cloth as a flag, in order to attract the attention of those on board. Ere long he had the pleasure of seeing a boat put off and row towards the shore. As the boat neared the beach, he saw to his inexpressible joy, that the men were English; but the boat's crew advanced cautiously after landing, lest the signal should have been made by an enemy, for the purpose of deceiving them.

The astonishment of the sailors was extreme, when, as they approached, they perceived the singular figure of a man advancing towards them, clad in goats' skins, and calling to them in a language which they could not doubt to be English, although spoken in such a way that they could not make out the word. Selkirk soon made the boat's crew understand that there was nothing for them to be afraid of, that he was the only person living upon the island, and had been so for more than four years; and believing the two ships to be English he had lighted the fire to attract their notice, in order that they might deliver him from his solitude. The sailors, after recovering from their astonishment, invited Selkirk to dine with them on the beach and they were surprised that he would neither eat their salted provisions, nor drink their brandy and rum. He had drank nothing stronger than water during his stay on the island, and he could not bear the strong liquors which the sailors offered him. He had so much forgotten the pronunciation of his native language that he could scarcely make himself understood. When dinner was over, Selkirk, in his turn, invited the sailors to his hut, but the way being intricate and rugged, only a few of them had the curiosity to go. He returned with his visitors to the beach, and then accepted the offer of the boat's crew to take him with them to the ships. These vessels were called *Duke* and the *Duchess*, and were commanded by Captain Woodes Rogers and Captain Courtenay, who when they heard that there was no enemy in the island, ordered the ships to be brought to anchor.

On board the *Duke*, Selkirk met with one of his former companions. This was no other than Dampier, who, as soon as he heard the name of Selkirk, at once recognised him as

one of the crew of the Cinque Ports, and gave him so good a character to Captain Rogers, that the captain offered him immediate employment on board his own ship. While the ships remained at the island, Selkirk was very useful in assisting to supply them with fresh provisions, and with wood and water. On one occasion, he entertained his new companions by calling his cats and goats around him, and making them dance, while he sang to them one of the songs which had so often amused him in his solitude.

He was asked many questions as to his manner of living. The seamen could hardly believe him when he told them that he could, on foot, pursue and overtake the goats. But he at once offered to prove the truth of what he said, and catch a goat for the use of the ship's company. This was agreed to; and some of the sailors, who reckoned themselves capital runners, offered to run with him. There was a bull-dog on board of one of the ships, and Selkirk proposed that it should also be brought to join in the race. Accordingly the whole party set off; but Selkirk soon tired both men and dog, and left them far behind. He returned to them shortly afterwards, bringing on his shoulders a live goat that he had overtaken and caught.

Captain Rogers gave Selkirk shoes, and stockings, and clothes. His feet had been so long accustomed to the want of the former, that the wearing of them again caused him much pain and uneasiness, and it was some time before he could endure them.

He was thirty years of age when first left upon the island, and therefore more than thirty-four when he quitted it. After a protracted voyage, he arrived in London; and then the recollections of his peaceful, quiet life on the island came strong upon him. The bustle of the streets distracted him, and he walked along them very quick, and sometimes even ran, quite unaware of the crowd that stopped wondering at him. In the streets of London, he forgot how much he had often suffered from solitude, and he sometimes wished to be restored to his island again.

THE LOSS BY FIRE OF
THE EARL OF ELDON,
IN THE EAST INDIES.

THE following account is by J. J. Ashton of the Madras Artillery:—On the 24th of August, 1834, I embarked on board the ship, *Earl of Eldon* (of London, 600 tons, Captain Theaker), at Bombay, with a view of returning to my native land, on furlough. She was the finest and strongest ship in the trade, and any insurance might have been had on the chances of her successfully resisting the winds and the waves; but who can foresee their fate, even for a day? She was cotton loaded; and as the number of passengers was small, the space between decks was filled chock up with cotton-bales, screwed in as compact and tight as possible, so as to render it a matter of more difficulty to take them out than it had been to put them in. It unfortunately happened that the cotton had been brought on board damp, during heavy rain, and had not been dried in the warehouses previous to its being screwed; as this operation is performed by a very powerful compression, it is not unlikely that fire-damp might be generated in the same manner as in a hay-stack, when it has been stalked damp.

The number of individuals on board was forty-five, including three ladies and an infant, and the captain and his crew. On the 26th of September, after a series of baffling winds and calms, and heavy rains with squalls of wind, we got into 9 deg. 27 sec. S. lat., and between 70 and 80 deg. E. long., and the trade-wind appeared to have fairly caught hold of our sails. We began now to anticipate our arrival at the Cape. On the morning of the 27th I rose early, about half-past five, and went on deck; I found one of my fellow-passengers there: we perceived a steam apparently rising from the fore-hatchway; I remarked to H. that I thought it might be caused by fire-damp, and, if not immediately checked, might become fire. The captain came on deck, and I asked him what it was? He answered, steam; and that it was common enough in cotton-loaded ships, when the hatches were opened. I said nothing: but the smoke became more dense, and beginning

to assume a different colour, I began to think that all was not right, and also that he had some idea of the kind, as the carpenter was cutting holes in the deck, just above the place whence the smoke appeared to come. I went down to dress, and about half-past six the captain knocked at my door, and told me that part of the cotton was on fire, and he wished to see all the gentlemen passengers on the deck.

We accordingly assembled, and he then stated the case to be thus.—That some part of the cargo appeared to have spontaneously ignited, and that he proposed removing the bales until they should discover the ignited ones, and have them thrown overboard, as also those which appeared to be in the same damaged condition; and that it being necessary, in his opinion, to do this, he deemed it his duty to lay the matter before us. We, of course, submitted everything to his judgment, and he ordered the hands to breakfast as quick as possible, and to work to discover the source of the fire. This having been done, he said that there did not appear to be immediate danger, and that he hoped we might be able to avert it altogether. However, at eight o'clock, the smoke became much thicker, and began to roll through the after-hatchway—the draught having been admitted forward, in order to enable the men to work. Several bales were removed; but the heat began to be intolerable below, the smoke rolled out in suffocating volumes, and before nine o'clock we discovered that part of the deck had caught fire; in short, the men were obliged to knock off work.

The captain then ordered the hatches to be battened down, with a view to keep the fire from bursting out, and to hoist out all the boats, and stock them in case of necessity; this was done, and about half-past one the three ladies, two sick passengers, an infant, and a female servant, were put into the long-boat, with 216 gallons of water, twenty gallons of brandy and biscuit for a month's consumption, together with such pots of jam and preserved meats as we could get at, and the day's provisions of fresh and salt meat.

Had the captain ventured to pump water into the ship, to extinguish the fire, the bales would have swelled so much as to burst open the deck, and have increased so much in weight as to sink the ship; so that either way destruction would have been the issue. Under these circumstances, perceiving the case to be utterly hopeless, the captain requested the gentlemen to get into the boats, told off and embarked his men, and

at three o'clock he himself left the ship, the last man, just as the flames were bursting through the quarter-deck.

We then put off, the two boats towing the long-boat; the ship's way had been previously stopped by backing her yards. When we were about a mile from the ship she was in one blaze, and her masts began to fall in. The sight was grand, though awful. Between eight and nine o'clock all her masts had fallen, and she had burned to the water's edge; suddenly there was a flash, followed by a dull, heavy explosion—her powder had caught, for a few seconds her splinters and flaming fragments were glittering in the air, and then all was darkness, and the waters had closed over the Earl of Eldon!

Sad was the prospect now before us! There were in the long-boat, the captain and twenty-five persons, including an infant four months old; the size of the boat, 23 feet long by 7 feet broad; in each of the others ten individuals, including the officer in charge; one of the boats had some bags of biscuit, but the chief provision was in the long-boat. We were, by rough calculation, above 1000 miles from Rodrigue, and 450 from Diego Garcias, the largest of the Chagos Islands; but to get there we must have passed through the squally latitudes we had just left, and being subject to variable winds and heavy weather, or calms, neither of which we were prepared to resist.

Seeing then that our stock was sufficient, we determined on trying for Rodrigue. About eleven o'clock, having humbly committed ourselves to the guidance of that Providence in which alone we had hope, we accomplished rigging the boats, and were under sail. We carried a lantern lashed to our mast in the long-boat, to prevent the others from losing us during the night; and when day broke, sent them sailing in all directions around, to look out for ships; while the wind was light they could outsail us, but when it became strong, and the sea very high, the difference of speed was rather in our favour as the weight and size of the long-boat enabled her to lay hold of the water better.

On the third day of our boat navigation, the change of the moon approaching, the weather began to wear a threatening aspect; but as we were in the trade, we did not apprehend foul or contrary winds. In the course of the night it blew fresh with rain; we were totally without shelter, and the sea dashing its spray over us, drenched us and spoilt a great part

of our biscuit though we happily did not discover this until we were nearly out of the want of it.

The discomfort and misery of our situation may be more easily imagined than described. There was a large water-puncheon in the boat, on the top of which I slept nearly all the time we were in the boats. The ladies were in the stern of the boat; and H., myself, and the doctor, together with a Bombay lieutenant, in the body of it with the men.

In the course of the next day the weather grew worse, and one of our small boats, in which was Mr. Simpson, the second mate, and nine others, was split by the sea. She came alongside, and we put the carpenter into her, who made what repairs he could, but with little hope of their answering. We then proceeded to fasten a spray-cloth of canvas along our weather gunwale, having lashed a bamboo four feet up the mast, and fixed it on the intersection of two stanchions at the same height above the stern. The spray-cloth was firmly lashed along this, so as to form a kind of a half-pent roof; and had it not been for this imperfect defence we must have been swamped, and we still shipped sea to so great an extent, that four men were obliged to be kept constantly employed in baling to keep her clear of water. Towards evening it blew hard, with a tremendous sea; and not thinking the other damaged boat safe, we took in her crew and abandoned her.

We were now thirty-six persons, stowed as thick as we could hold and obliged to throw over all superfluities. Wet, crushed, and miserable, the night passed away, and the day broke at last, and, though the weather was still very bad, I again felt that hope, which had never entirely deserted me. A tremendous sea came roaring down, and I held in my breath with horror; it broke right over our stern, wetted the poor women to their throats, and carried away the steersman's hat. The captain then cried out in a tone calculated to inspire us with a confidence he afterwards told me his heart did not re-echo—"That's nothing, it's all right, bale away, my boys." He never expected us to live out that night, but harassed as he was in mind and body, he gallantly stood up, and never, by word or deed, betrayed a feeling that might tend to make us despair; he stood on the bench that livelong night, nor did he ever attempt to sleep for nearly forty-eight hours.

The morning broke and passed away, and after the change of the moon the weather began to be moderate, and we enjoyed

a comparative degree of comfort. We had three small meals of biscuit, and some jam, &c., and three half-pints of water per day; with brandy, if we liked it. The men had one gill of spirits allowed them daily; thus we had merely enough for necessity, to which I am inclined to attribute our having the state of good bodily health we enjoyed. We had plenty of cigars, and whenever we could strike a light we had a smoke, and I never found tobacco so great a luxury.

The ladies were most wretched, for they could not move, and any little alteration in their dress was only to be made by spreading a curtain before them. Yet they never uttered a repining word. On the thirteenth evening, we began to look out for Rodrigue. The captain told us not to be too sanguine, as his chronometer was not to be depended upon after its late rough treatment.

The night fell, and I went forward to sleep, and about twelve was awoke by the cry that land was right ahead. I looked, and saw a strong loom of land through the mist. The captain had the boat brought to, for an hour; then made sail towards it, and at half-past two it appeared still more strongly. We then lay-to until daylight. I attempted to compose myself to sleep, but my feelings were too strong, and after some useless attempts, I sat down and smoked with a sensation I had long been a stranger to. With the first light of dawn, Rodrigue appeared right ahead, distant about six miles, and by eight o'clock we were all safely landed.

A fisherman, who came off to show us the way through the reefs, received us in his house, and proceeded to feed us, and in the meantime sent to tell the gentlemen of the island of our arrival. Two of them came down immediately, and having heard our story, said that we had been miraculously preserved, and told us off in two parties, the married men to one, and the single to the other; the crew were taken inland and encamped. They then gave our bundles to their negroes, and took us to their houses, where everything they had was set before us—clean linen and a plentiful dinner, and it was ludicrous to see the manner in which fish, fowl, pork, biscuit, and wine and brandy disappeared before us; at length, however, we came to a general conclusion, that eat any more we could not. They shook us down four or five beds in an out-house, and we tumbled into them, and enjoyed what we had not known for the last fortnight—a sound sleep.

LOSS OF H.M.S. PEMBROKE, NEAR FORT ST. DAVID, IN THE EAST INDIES.

THE melancholy fate of the *Pembroke*, of sixty guns, in which, out of her whole crew, only twelve were saved, and 330 drowned, including her commander, Captain Fincher, and all the officers, excepting a captain of marines, is truly deplorable. The following particulars are given by an eye-witness, Mr. Cambridge, the master.

About ten o'clock in the morning of the 13th of April, 1749, it blew fresh, the wind at N.E. by E., and a great sea began to come in; we having then a cable out, the captain ordered half a cable more to be veered away. At one in the afternoon it blew very hard, the wind at N.E.

At three o'clock I went to the captain, who was sick in his cabin, and asked him to go to sea. He seemed angry, and said he could not, nor would he suffer any more cable to be veered away. At the same time the ship rode hard, strained much, and made water.

At five, the sea increasing, our cable parted, and we cast her head off to sea. We immediately set the fore and mizen sails, got on board the main-tack, and set our main-sail, fore and mizen stay-sails; at the same time some of our people were heaving in the cable, for the captain would not have it cut. This took up some time. It blew so hard that the ship could not bear any more sail.

At six, there being a great head sea, we made very little way, the ship labouring and straining so much that we were obliged to set both pumps to work. At half-past six our main-sail split in pieces: we got down the yard, in order to bend a new sail; but it blowing hard, the ship lay down so much that we could not get the sail to the yard. At eight, the carpenter sent word to the captain, that the ship gained upon them much, and had four feet of water in the hold.

At half-past eight our tiller broke short off the rudderhead, and we likewise found one of the rudder chains broken; the sails we had now set were our fore-sail, mizen, and fore stay-sails. The sea made a free passage over us, and the ship being water-logged, we hauled up our fore-sail to ease her, but expected to go down every minute. In hauling down

LOSS OF H.M.S. PEMBROKE.

our fore stay-sail, it split; and as I looked aft from the fore-castle, I saw the main and mizen masts gone, though I never heard them go. By this time the ship righted much, and, in about seven minutes the foremast went by the board, but the bowsprit held fast. Our pumps were kept continually working. The third lieutenant being on the quarter-deck, sent forward to me to clear and let go the small bower anchor, which was immediately done. We found the ship drove towards the shore very fast.

At half-past ten, we had eight feet water in the hold, and kept all the pumps working. About eleven we found the ship settle; the depth of water twelve or fourteen fathoms. The anchor then brought the ship up, but the cable parted in a few minutes: then we let go the sheet-anchor, which was all we had. The sea now making a free passage over us again, broke and tore away our boats and booms. The sheet cable tore out with such violence, that no person could venture near it till the clench brought up the ship; but the sea came with such force, and was so very high, that in the hollow of the sea the ship struck, and the cable immediately parted.

It was now near twelve o'clock; the ship struck fore and aft, but abaft very hard. The third lieutenant was near me when the ship first struck, but I saw him no more afterwards. I kept the fore-castle, accompanied by the boatswain, cook, and about eight men more. I got myself lashed to the bitts before the ship took heel, but shifted myself over to windward when she began to heel, and lashed myself as before; the sea continually beating over us. About two I saw the captain's cabin washed away, and the ship almost on her broadside.

When day-light came, we were sixteen men on the fore-castle, and four hanging abaft to the timber heads; but three of the latter got on a piece of the wreck which was loose, and drove away; the other was drowned. All this time the sea came over us in a dreadful manner, so that we could scarcely take breath.

About eight o'clock, nine men were washed off the fore-castle. We could now see the trees on shore between the seas. At nine the boatswain and cook were washed away from each side of me, on which I removed to the cat-head, as did likewise another man. About ten all our men were washed away, excepting those who were lashed to the cathead. We

judged that we were about two miles off the shore; we continued there all the day, the sea beating over us incessantly, so that we had little time to fetch breath, or to speak to one another. At noon we found the sea come every way upon us, and could perceive that the wind having shifted was the cause of it. This part of the wreck kept together, but night coming on, we had a dismal prospect before us, without any hopes of relief. About midnight the sea abated, so that we could speak to one another, for the space of two or three minutes together.

At day-light next morning I found myself much weaker and very thirsty. The sea at this time came over us once in a quarter of an hour. We found the wreck much nearer the shore than yesterday. About two or three o'clock we saw two paddy-boats coming along shore, about a mile without us. We spread out a handkerchief, which I had about my neck, that the boats might see us. One of them seemed to edge towards us for some minutes, and hauled off again. We then saw several catamarans near the shore, which we judged to be fishing. We spread abroad the handkerchief again, but none of them approached us. Soon afterwards we saw several persons gather together on the shore; the sun began to grow low, so that we judged it to be about 5 o'clock. At last, we saw two of the catamarans above mentioned coming towards us, with three black men on each, who took us off the wreck, and carried us on shore.

As soon as we were landed, we found ourselves surrounded by about three hundred armed men. My companion told me we had fallen into the hands of the Mahrattas, who were at this time at war with the English. They ordered us to come off the catamarans. I strove to rise, but I found myself so weak, and my legs so terribly bruised, that I could not get up, on which some of them came and lifted me off, and laid me upon the sand, for I was unable to stand. I made a signal to them that I wanted some water to drink, but they gave me none, and only laughed at our condition. Their commander ordered them to strip us, which they did quite naked. As I was not able to walk, they led us part of the way to Davecotta, a fort belonging to them, and there put us into a canoe, and carried us up a river to the walls of the fort. About ten that night they put us within the walls, and laid us on the ground, where we had nothing to cover us but the heavens; and, about eleven, brought us a little rice, with

some water. Great numbers of people gathered round us, laughed at us, and expressed great contempt and derision.

The country people flocked daily to the fort to see us, but none of them showed us the least pity; on the contrary, they laughed, and threatened us with death. We slept very little the first night on account of the cold, and the risk we ran of our lives, these barbarians having signified that they would cut us in pieces with their sabres. When day-light appeared, and the gates were opened, I was very ill. I had a dysentery, and my legs swelled so much, that I concluded I had not long to live, at least if I did not receive some relief. I acquainted my comrade with my situation; and begged him, if he should ever be so fortunate as to return to England, to inform my friends in what manner I had terminated my career. Some days we received rice, and others we had none. On the seventh day they gave me some lamp-oil, with which I fomented my legs, and this simple application afforded me considerable relief.

About four o'clock on the fifteenth day, they carried us about twelve miles to their king, who was encamped against our company's troops. That prince examined us a long time, and inquired whether we were officers; I replied in the negative, conceiving that acknowledgment of that kind would render our escape much more difficult. He was desirous that we should enter into his service, but we told him, by means of the interpreters, who were three Dutchmen, that we could not consent to it. He promised we should want for nothing if we would accept his offers, but we persisted in replying that we were too ill to be capable of serving. He ordered refreshment to be given us, of which we stood in great need, having scarcely taken any nourishment since the day we fell into the hands of his subjects. The interpreters asked us whether we chose to enter into the king's service, or to go to prison; to which we answered, that we could not resolve to fight against our countrymen.

At sun-set we departed. Our conductors having halted till three o'clock in the morning, we again set out, and continued our march till noon, when they again stopped two hours to take some refreshment, and afterwards directed their course to the south-west. We arrived that night at a fort, and were immediately put into a dungeon. There we found two other prisoners, one of them our shipmate, and the other a deserter from the company's troops.

The next morning they opened the gates, and made signs to us to come out. My companions complied, but I chose rather to stay where I was, as I found myself extremely weak, and my legs were covered with ulcers. I begged them to give me a little lamp oil to foment them, which they did. Our only nourishment was water and a quart of rice a day, though there were four of us, and a small pot of grease instead of butter. I rubbed my legs with the oil and grease, and on the fourth day found myself much better, which gave me fresh spirits. We were permitted to walk morning and evening before the dungeon.

In about three weeks my legs were almost well, so that I was able to walk. We now began to entertain some hopes of making our escape, and taking an opportunity, I, with some difficulty, got high enough upon the wall to look over it, and found it was very lofty, and surrounded with a wide moat or ditch; but there was a path between the wall and the ditch so that we might choose our place to swim over, if it proved deep. We got, at several times, some strands of rope, off the dooleys which they had carried us in, as they happened to be left within the bounds of our liberty; and in a few days collected so many pieces, that when knotted together made seven fathoms and a half.

After some consultation, we resolved to undermine the foundation of the dungeon, at the farthest part from the guards; and on the 27th of May began to work. On the 1st of June, we came to the foundation, being six feet deep, and the wall thirty inches through. In two days' time, we had worked upwards on the other side so far, that the light began to appear through the surface, so that we let everything remain till night. At seven, it beginning to grow dark, they put us into the dungeon as usual, and soon afterwards we worked ourselves quite out. Without being discovered, we got over the wall by the help of our rope, and, in less than half an hour, had crossed the moat, though very wide and deep. We travelled all night, we judged about sixteen miles, and in the day hid ourselves among the bushes.

The second night we travelled as before, to the S.E., and day coming on, we concealed ourselves among the bushes. About three in the afternoon, we were discovered, which obliged us to go on, but we were not molested. We proceeded till about midnight, and then lay down till day-break. I had a fever, and was extremely weak for want of food. This day,

which was the third, we resolved to travel till noon, and to plunder the first house we might chance to meet with. But Providence was more favourable to us than we could have expected; for about ten o'clock, we met a cooley, who told us he would show us the way to Caracal. About noon, we arrived there, and were received with the greatest humanity: but my fever was not at all abated. The next morning, the governor sent Mr. Boscawen to let him know we were there, and by the return of the messenger, the admiral desired we might be furnished with what money we wanted. In twelve days we found ourselves well recovered, went to Tranquebar, a place belonging to the Danes, where we stayed three days, and got a passage for Fort St. David, where we arrived on the 23rd of June.

LOSS OF THE SPARROW-HAWK, IN THE SEA OF COREA.

THE following interesting details of the loss of the Sparrow-hawk, and the extraordinary captivity of the crew, are given by the purser, Henry Hamel, in an account which he published immediately after his return to Holland. The authenticity of the facts related by him cannot reasonably be doubted, because they correspond with the declarations of the seven Dutchmen who returned with him, and likewise agree with what we find in Palafox, and other historians, relative to the invasion of China by the Tartars.

On the 10th of January, 1653, the ship Sparrow-hawk, with a crew of sixty-four men, laden on account of the Dutch East-India Company, sailed from the Texel under the command of Captain Eybertz, of Amsterdam. After encountering several storms and other accidents on the voyage, she arrived on the 1st of June, in the road of Batavia.

On the 14th of the same month, having taken in provisions, they, by order of the governor-general, set sail for Tay-wan, in the island of Formosa, where they came to an anchor on

the 16th of July. The ship had on board Cornelius Lessen, who was going to assume the government of that place and island, instead of Nicholas Verbuge. On the 30th, an order of council obliged them to depart for Japan. In the evening of the ensuing day, as they left the Channel of Formosa, they were overtaken by a storm, which continued with increased violence all night.

In the morning of the 1st of August they were very near a small island, where they cast anchor with great difficulty, because in almost every part of the sea no bottom can be found. When the fog dispersed, they were surprised to find themselves so near the coast of China, that they could easily distinguish on the shore armed men, who appeared to be waiting in order to make prize of the wreck of the ship; but though the storm continued to increase, they passed all that night and the next day in the same place within sight of the people who were watching them. On the third, they found that the tempest had driven them twenty leagues out of their course, and they were still in sight of Formosa. They passed between that island and the continent. The weather was very cold. They had the mortification of being detained in that channel till the 11th of the same month, by a succession of contrary winds and calms. At length, a south-east wind, which blew a fresh tempest with violent rain, obliged them to stand to N. E. $\frac{1}{4}$ N. The weather became still more tempestuous during the three following days, and the wind shifted so often, that they were continually employed in setting and taking in the sails.

In this situation, the continual rolling of the sea had greatly injured the ship, and the rain, which had never ceased, preventing them from making observations; they were obliged to strike all their sails, and resign themselves to the impulse of the winds and waves. On the 15th, the ship made so much water that she became unmanageable. The following night, the shallow, and the greatest part of the gallery, were carried away by the fury of the waves, which shattered her bowsprit, and damaged the head of the ship. The squalls were so violent, and followed so close upon each other, that it was impossible to repair these injuries. At length, a sea which broke on board had well nigh swept away all the seamen that were upon deck, and filled the vessel in such a manner that the captain ordered the mast to be cut away, telling the men, at the same time, to implore the assistance of Heaven, as

one or two more such seas would infallibly whelm the ship into destruction.

They were reduced to this extremity, when, in the second watch, the man looking out at the head of the ship, cried "Land! land!" declaring that they were within musket-shot of the shore. The rain and excessive darkness had prevented him from seeing it sooner. It was impossible to come to an anchor, because they could find no bottom, and while they were in vain endeavouring to effect this, such a prodigious sea broke over the ship, that all those who were in the hold were drowned before they could make their escape. Some of those who were on deck, leaped overboard, and others were carried away by the waves; fifteen reached the shore together, most of them naked and dreadfully bruised. They at first supposed that all the rest had perished; but, having climbed the rocks, they heard the voices of several who were uttering doleful cries. The next morning, by shouting and seeking along the shore, they picked up several who were dispersed on the sands. Out of sixty-four, they found that thirty-six had escaped, most of whom were dangerously wounded.

On surveying the fragments of the wreck, they discovered one of their companions caught between two planks, which had jammed him in such a manner, that he lived only three hours after he was disengaged. Of all those who had the misfortune to perish, they found only Captain Eybertz, extended on the sand, ten or twelve fathoms from the water, with his head resting on his arm. They interred him. Out of all their provisions, the sea had cast on shore only a sack of flour, a cask of salt meat, a small quantity of bacon, and a barrel of red wine. They had no small embarrassment how to make a fire; for supposing themselves in a desert island, they had no other resource than their own industry. The wind and rain having abated towards evening, they collected sufficient wood to form a covering with the sails which they had been able to save from the wreck.

On the 17th, they were deploring their situation, sometimes lamenting that not a single human creature made his appearance, and sometimes flattered themselves that they were not far from Japan, when they discovered, within cannon shot, a man, whom they called by making different signs, but who betook himself to flight as soon as he perceived them. In the afternoon they saw three others, one of whom was armed with a musket, and the two others with arrows. These

strangers approached within gun-shot; but observing that the Dutch advanced towards them, they turned back, notwithstanding the unfortunate seamen endeavoured, by signs, to make them understand that they wanted nothing but fire.

Some of the Dutch having, at length, found means to come up to them, had no difficulty to persuade him, who had the musket, to give it them; and, with its assistance, they soon kindled a fire. These three men were dressed in the Chinese fashion, excepting their caps, which were made of horse-hair, and the Dutch were apprehensive lest they might be savage Chinese, or pirates of that nation. Towards evening about one hundred armed men, dressed like the others, made their appearance; and, after counting the unfortunate seamen, they kept them in close confinement during the whole night.

At noon, the next day, about two thousand men, both horse and foot, drew up before their tent or hut, in order of battle. The purser, the two pilots, and a cabin-boy, without hesitation went out to them. They were conducted to the commandant, who ordered a thick iron chain with a small bell to be put round their necks, and then obliged them to prostrate themselves before him. Those who had remained in the hut were treated in the same manner, while the islanders testified their applause by loud shouts. After making them remain for some time prostrate on their faces, they were commanded, by signs, to kneel. Several questions were asked which they could not understand, nor were they more successful in explaining to the islanders that they were bound to Japan. The commandant, at length, despairing of understanding them, ordered a cup of arrack to be brought, which was presented to them in turn, and sent them back to their tent. He inquired what provisions they had left, and soon after a quantity of rice boiled in water was brought them. But as it was supposed that they were perishing of hunger, the strangers, at first, gave them a small portion, fearing lest eating to excess might prove pernicious to them.

In the afternoon the Dutch were surprised to see several of these barbarians coming with cords in their hands, which they concluded were for the purpose of strangling them. But their fears were soon dispelled, when they observed them run towards the wreck of the ship, to draw to shore whatever might be of use to them. The pilot having taken

an observation, judged that they were in the island of Quelpaert, situated in the sea of Corea, in latitude 33 deg. 32 min.

The islanders employed themselves on the 19th in hauling on shore all the fragments of the wreck, drying the linen and woollen cloth, and burning the wood, to get at the iron, which is in great request among them. As a familiarity began to take place, the Dutch went out to the commandant of the forces, and to the admiral of the islanders, who had approached the tent, and presented to each of them a telescope and a bottle of red wine. The captain's silver cup having been found among the rocks, they likewise offered that to the two officers. The telescopes and wine were accepted, they even seemed to relish the latter: for they drank so much that they could by no means conceal its effects; but the cup they returned with many testimonies of friendship.

On the 20th, they finished burning the timber of the ship, and extracting the iron-work. During this operation, the fire having approached two guns loaded with ball, they went off with such a report, that all the islanders betook themselves to flight, and durst not venture to return till the Dutch encouraged them by signs. The same day, the latter received two supplies of rice. The following morning the commandant desired them, by signs, to bring all they had saved from the wreck into their tent, for the purpose of putting a seal upon it, and this formality was performed in their presence. At the same moment, several of the islanders were brought, who had converted to their own use iron, leather, and other things belonging to the vessel. He ordered them to be punished on the spot, to show the strangers that the natives had no design either upon their persons or their property. Each of the culprits received thirty or forty strokes on the soles of the feet, with a stick six feet long, and as thick as a man's arm. This punishment was so severe, that some of the poor wretches lost their toes in consequence of it.

About noon, the Dutch were given to understand that they must prepare to depart. Horses were provided for those who were in heath, and the sick, were carried in hammocks. They set off, attended by a numerous escort of horse and foot. Having proceeded four leagues, they stopped for the night at a small town, called Tadiane, where they made a light supper, and were lodged in a building which had the appearance of a stable. The 22nd, at day-break, having set off in

the same order as on the preceding day, they reached a small fort, near which they observed two galliots. They dined there, and in the evening arrived at Maggan or Mokso, the town in which the governor of the island resides. Here they were conducted to a square, opposite the town-house, in which they found about three thousand men under arms. Some of the natives came and offered them water; but seeing them armed in a terrible manner, the Dutch imagined that they had a design to murder them. The clothing of these barbarian soldiers was calculated to aggravate their apprehensions, having in it something terrific, which is not seen either in China or Japan.

The purser was conducted to the governor, together with some of his companions. They prostrated themselves for some time near a kind of balcony, where he was greeted like a sovereign prince. The others were then directed, by signs, to pay him the same honours. He then asked, by different signs, whence they came, and what was the object of their voyage. They replied that they were Dutchmen, and were bound to Nangazaki, in Japan. The governor, by a sign with his head, testified that he understood something of their answer, after which he passed them in review, four at a time, and having put the same question to them successively, he ordered them to be carried to a building in which the king's uncle, accused of a design to deprive his nephew of the crown, had been confined till his death.

As soon as they had all entered this prison, it was surrounded by armed men. They each received, daily, twelve ounces of rice, and the same quantity of wheat flour, but scarcely anything more; and whatever was offered them was so badly prepared, that they could scarcely touch it. They were thus reduced to live on rice, flour, and salt, and had nothing but water to drink. The governor, who appeared to be about seventy years old, was a very sensible man, and highly esteemed at court. On dismissing them he signified that he would write to the king, to know his intentions respecting them, but that it would, probably, be some time before the answer arrived, because the court was eighty leagues distant. They requested him to allow them, sometimes, a little meat, and other kinds of food, and to permit them to go out daily, six at a time, to take the air and wash their linen. He not only granted this favour, but even did them the honour to send frequently for some of them whom he desired to write

before him, either in Dutch or in his own language; so that they began to understand some of the expressions of the country. The satisfaction which the worthy governor appeared to take in conversing with them, and even in procuring them little amusements, produced a hope that they might sooner or later get to Japan. He bestowed so much attention on the sick, that, as Hamel declares, they were better treated by these idolaters than they would have been by Christians.

The 29th of October, the purser, pilot, and surgeon's boy, were conducted to the governor. They found a man seated with him, who had a thick red beard. "What do you take that man to be?" asked the governor. They replied that they thought he was a Dutchman. "You are mistaken," replied he, laughing, "he is a Corean." After some farther conversation, this man, who, till then had been silent, asked, in Dutch, "who, and of what country they were?" They satisfied his curiosity; at the same time giving a brief account of their misfortune. They, in their turn, asked him the same questions, upon which he informed them "That his name was John Wettevri; that he was a native of Zyp, in Holland, which he left in 1626, in quality of a volunteer; that the year following, in a voyage he was making to Japan, in the frigate *Ouverkerk*, he had been driven on the coast of Corea; that the ship being in want of water, he and some others had been sent on shore to procure a supply, when he was taken prisoner by the natives, together with two of his companions, Theodore Gerard and John Pieters, who had been killed in battle in an invasion of Corea, by the Tartars, seventeen or eighteen years before; that he was fifty-eight years old, and residing in the capital of the kingdom; the king had commissioned him to go and inquire who they were, and what had brought them into his dominions." He added "That he had frequently requested permission of the king to go to Japan;" but all the answer he could get from that prince was the assurance "That he should never go excepting he had wings to fly thither; that it was the custom of the country to detain all strangers but not to suffer them to want anything: and that they would be supplied with clothing and food during their lives."

This intelligence could not be very agreeable to the Dutch; but their joy at meeting with such a good interpreter dispelled their melancholy. Wettevri had, however, so far forgotten his native language, that they had at first considerable

difficulty to understand him ; and it took him a whole month to collect his ideas. The governor directed all their depositions to be formally taken down, and sent them to the king ; desiring the Dutch not to be discouraged, as a speedy answer would be returned. Besides this, he granted them every day new favours ; Wettevri, and the officers who accompanied him, had liberty, at all times to see him and to inform him of their wants.

In the beginning of December, the three years of their benefactor's administration being expired, a new governor arrived. Here the author is at a loss for expressions to convey his sentiments. It can scarcely be imagined, he says, what testimonies of kindness the Dutch received from their generous protector previous to his departure. Seeing them but ill provided for the winter, he made for each of them two pairs of shoes, a suit of clothes, well lined, and a pair of stockings of skin. These favours he accompanied with the most affectionate caresses, declaring he was extremely sorry he could not send them to Japan, or take them with him to the continent. He told them not to be alarmed at his departure ; for, on his arrival at court, he would employ all his influence to obtain their liberty, or at least permission for them to follow him. He restored to them the books which they had saved from the wreck, and many of their things, to which he added a bottle of very valuable oil. He likewise prevailed on the new governor, who had already reduced them to rice, salt, and water, to allow them rather better food.

After his departure, which happened in the month of January, 1654, they were treated with greater severity than ever. Barley was given them instead of rice, and barley meal instead of wheat flour. They were obliged to sell their barley in order to purchase other food. This rigour, and mortification at seeing that no order arrived from the king for their removal to the capital, caused them to form a plan for their escape the ensuing spring. After having long deliberated on the means of seizing a bark under the cover of night, six of them formed the resolution of executing this design about the end of the month of April. But the boldest of them having ascended a wall, to ascertain the place where the vessel lay, was perceived by some dogs, which, by their barking, gave the alarm to the guard.

At the beginning of May, the pilot having been permitted to go abroad with six of his companions, discovered as they

were passing through a little village near the town, a bark tolerably well equipped, without any person to take care of her. He immediately despatched one of the number to take a small boat and a few short planks which he saw on the shore. Then having each taken a glass of water they went on board the bark, without any further precaution. While they were endeavouring to get the vessel over a small sand bank, which lay across the passage, some of the natives perceived their design, and one of them ran into the water with a musket, to oblige them to return. They were little terrified by his menaces, excepting one, who, being unable to get on board as soon as the rest, was obliged to go back to the shore.

The five others endeavoured to set the sail, when both the masts and sail fell into the water. They recovered them with considerable difficulty; but when they again attempted to set the sail the mast broke off short at the bottom. These delays gave the natives time to put off in another bark; they soon overtook the fugitives, who, undaunted either by their numbers or their arms, boldly leaped into the enemy's vessel, which they flattered themselves they should be able to seize; but finding it full of water, and in an unserviceable state, they at length submitted.

They were taken before the governor, who ordered them first to be laid flat on the ground, and their hands tied to a thick log of wood. He then directed the others, likewise bound and ironed, to be brought before him, and inquired of the six fugitives if their companions had any knowledge of their flight, to which they replied in a firm tone in the negative. Wettevri was ordered to find out what was their design. They protested they had no other intention than to go to Japan. "What," said the governor, "durst you have ventured upon such a voyage without bread or water?" They naturally told him "That they would rather run the risk of dying once for all, than die every moment." Upon this, each of the unfortunate men received twenty-five strokes on the bare posteriors with a stick six feet long, four inches broad, and one thick, flat on the side with which the stroke is applied, and round on the other. The blows were given with such violence that they kept their beds above a month afterwards. The governor ordered the others to be unbound; but they were more closely confined, and guarded night and day.

The island of Quelpaert, called by the natives Chesure, is situated twelve or thirteen leagues south of Corea and is

twelve or thirteen leagues in circumference. On the north side there is a bay, where several barks are always to be met with, and from this place they sailed for the continent. The coast of Corea is dangerous of access to those who are not acquainted with it, because it has only one harbour where ships lie in security. In all the others they frequently run the risk of being driven on the coast of Japan. Quelpaert is surrounded by rocks. It produces horses and other cattle in abundance; but as it pays the king considerable imposts, which keep it very poor, it is despised by the Coreans of the continent. It contains one very lofty mountain, covered with wood, and numerous hills quite naked, and interspersed with valleys abounding in rice.

At the end of May, the governor received an order to send the Dutch to the royal residence. Six or seven days afterwards they were put on board four barks, with their legs in irons, and their right hands fastened to blocks of wood. It was apprehended they would throw themselves overboard, as they might easily have done, all the soldiers who guarded them being so ill from sea sickness.

After struggling two days with contrary winds, they were driven back to the island of Quelpaert, where the governor took off their irons, and remanded them to prison. Four or five days afterwards, having re-embarked very early, they reached the continent towards evening, and were obliged to pass the night in the road. They landed the next day, and their chains were taken off though not without the precaution of doubling their guard. They were provided with horses, on which they were conducted to the town of Haynam. There they had all the pleasure of meeting together; for, having been separated by the wind, they had landed in different places.

On the morning of the following day, they arrived at the town of Seham, where the gunner, who had not been in good health since the shipwreck, expired, and was interred by the order of the governor. After travelling several days, and passing through a great number of towns, they crossed a river which appeared to be as broad as the Meuse at Dort; and a league beyond it they arrived at Sior, the capital of the kingdom. From their landing till they reached that place they reckoned 74 leagues, their route being always northward, but inclining a little to the west. During the first two or three days, they were lodged in the same house. They were after-

wards separated, and placed three or four together in small huts, in the quarter of Sior inhabited by the Chinese. They were conducted in a body to the king, who, having interrogated them through the medium of Wettevri, they humbly implored him to transport them to Japan; whence, with the assistance of the Dutch, settled there for the purposes of commerce, they hoped one day to be able to return to their native land. The king replied, that the laws of Corea prohibited him to permit strangers to depart; but that care would be taken to supply all their wants. He then ordered them to perform in his presence those exercises at which they were most expert, such as dancing, leaping, and singing; after which he directed some refreshment to be brought, and presented each with two pieces of cloth, that they might dress themselves in the manner of the Coreans.

The next day they were conducted to the general of the forces, who informed them, through Wettevri, that the king had admitted them into the number of his body guard, and in that quality they would be furnished monthly with 70 measures of rice. Each received a paper containing his name, his age, his country, the profession he had till then exercised, and that which he had adopted in the service of the king of Corea. This patent was in Corean characters, and was sealed with the king's seal, and likewise that of the general, which were nothing more than the impression of a hot iron. With their commission, they each received a musket, powder, and ball. They were ordered to fire a discharge with their arms, the first and fourth day of every month, in the presence of the general, and hold themselves in constant readiness to march with him, both to accompany the king, and on other occasions. The general has three reviews a month, and the soldiers are exercised by themselves. The Dutch were still thirty-five in number. A Chinese and Wettevri were appointed to command them, the first in quality of serjeant, and the other to keep an eye upon their conduct, and to teach them the customs of the Coreans.

Curiosity induced most of the great men belonging to the court to invite them to dinner, that they might enjoy the satisfaction of seeing them perform the military exercise, and dance in the Dutch manner. The women and children were still more impatient to see them: a report having been propagated that they were monsters of deformity, and that, in order to drink, they were obliged to fasten their noses behind

their ears. Their astonishment, however, was so much the greater when they saw they were handsomer than the natives of the country. The whiteness of their complexion was particularly admired. The crowd that flocked about them was so great, that during the first days they could scarcely pass through the streets, or enjoy a moment's rest in their huts. At length, the general was obliged to check this curiosity by forbidding any one to approach their lodging without his permission. This regulation was the more necessary, as even the slaves of the nobility had the audacity to make them leave their huts for their amusement.

In the month of August a Tartar ambassador came to demand the tribute. The author, without explaining the motives of the king, says, that he was obliged to send the Dutch to a large fortress, six or seven leagues from Sior, and to keep them till the departure of the minister, which took place the following month.

Towards the conclusion of November, the cold became so intense that the river was frozen, and three hundred loaded horses passed over on the ice at one time. The general being alarmed for the Dutch, mentioned his fears to the king. Some half-rotten leather which they had saved from their shipwreck was distributed among them that they might sell it and buy clothes with its produce. Two or three laid out the money they obtained in this manner in the purchase of a small hut, which cost them nine or ten crowns. They chose rather to endure cold than to be continually tormented by their hosts, who sent them to collect wood in the mountains, three or four leagues distant from the town. The others having procured the best clothes they were able, passed the rest of the winter as they had done many others.

The Tartarian envoy having returned to Sior in March, 1665, they were forbidden, under pain of very severe punishment, to set foot out of their habitations. Nevertheless on the day of his departure, Henry Jans and Henry John Bos resolved to present themselves before him on the way, under the pretext of going out for wood. As soon as they saw him appear at the head of his retinue, they approached his horse, and taking the reins in one hand they drew aside their Corean habits, showing him their European dress underneath them. This incident at first caused great confusion in the troops. The ambassador was very inquisitive to know who they were; but being unable to understand them, he ordered them by

signs to follow him. At night, having inquired for an interpreter, Wettevri was mentioned, and he immediately sent for him.

Wettevri did not fail to apprise the king of the whole circumstance. A council was held, in which it was resolved to make a present to the envoy to prevent the affair from reaching the ears of the Khan. The two Dutchmen were brought to Sior, and confined in a close prison where they did not live long. Their companions, who never saw them again, were ignorant whether they died a natural or a violent death. After the return of these two poor wretches, all the others were carried before the council of war to be examined. They were asked whether they had any knowledge of the flight of their companions, their disavowal of which did not prevent their being condemned each to receive fifty strokes on the soles of the feet. The king, however, pardoned them, declaring, at the same time, that they ought rather to be considered as vagabonds, ill-disposed towards the country, than as unfortunate strangers whom tempests had cast on the shore of his kingdom. They were sent back to their huts, with the prohibition not to leave them without the king's permission.

In the month of June, the general informed them, by their interpreter, that a vessel having been wrecked on the island of Quelpaert, and Wettevri being too old to undertake a voyage thither, three of them who best understood the Corean language must prepare to set off for Quelpaert, where they were to observe the circumstances of the shipwreck, and give an account of it to the court. On receiving this order, the mate, the second pilot, and a gunner, set off two days afterwards. The Tartar ambassador returned in the month of August, and the Dutch were again ordered not to leave their quarters till three days after his departure, on pain of the severest punishment. The day before his arrival they received a letter from their companions, who informed them that instead of being conducted to the island of Quelpaert, they were closely confined on the southern frontier of the kingdom, that if the Khan should hear of the death of the two others, and demand the remainder to be delivered up to him, the Coreans might be able to reply, that three had perished in the voyage to Quelpaert.

The same ambassador returned towards the conclusion of the year. Though he had come twice on the part of the great Khan, since the unfortunate adventure of the two Dutchmen,

without having mentioned that circumstance, yet most of the Corean lords endeavoured to persuade the king to make away with the others. On this subject a council was held which lasted three days. But the king, the prince his brother, the general, and some others, opposed such an atrocious design, which sooner or later might come to the knowledge of the great Khan. The general proposed to make them fight each with two Coreans, with the same arms. By that method, he said the king might get rid of them, without being liable to the accusation of having murdered these poor strangers. They were secretly informed by some charitable persons, what was in agitation. The king's brother passing by their quarter, on his way to the council, at which he presided, they threw themselves at his knees, imploring his favour, and inspired him with such compassion that he became their protector. Thus they owed their lives only to his solicitations and the humanity of the king. Many, however, seeming offended at their indulgence; it was resolved, in order to protect them from the malice of their enemies, and to conceal them from the Tartars, to banish them to the province of Thillado, with a monthly allowance of fifty pounds of rice.

In consequence of this resolution they left Sior on horseback, in the month of March, 1657, under the conduct of a serjeant. Wettevri accompanied them about a league, as far as the river which they had crossed in coming from Quelpaert. They re-visited most of the towns through which they had passed in the same journey. They at length arrived at a considerable town called Dia-siong or Thillapening, which is commanded by a large citadel, the residence of an officer who possesses the supreme authority in the governor's absence, and is styled the colonel of the province. The serjeant who accompanied them delivered them up to this officer, together with the king's letters. He was then ordered to go and fetch their three companions who had left Sior the preceding year, and who were not above twelve leagues from Dia-siong, in a town where the admiral had the command. They were lodged together to the number of thirty-three in a public edifice.

In the month of April some leather was brought them, which had till then remained at Quelpaert, from which they were only eighteen leagues distant. The only labour required of them was twice a month to pull up the grass that grew in the square of the castle. The governor, who treated them with great kindness, as did all the inhabitants of the town,

was sent for to court to reply to some accusations which endangered his life. But being beloved by the people and supported by most of the great men, he was sent back with honour. His successor treated the Dutch with less humanity. He obliged them to go and fetch wood from a mountain three leagues from the town, after being accustomed to have it brought for them. An apoplexy delivered them from this odious master in the month of September following.

They were, however, not much better off under his successor. When they asked him for cloth, at the same time showing him their clothes worn out with their laborious occupations, he informed them that he had received no orders from the king on that head; that he was not obliged to furnish them with anything but rice, and that all their wants they themselves must supply. They then requested permission to go out alternately to ask charity, representing to him that naked as they were, and their labour producing only a little salt and rice, it was impossible for them to procure a subsistence. This favour was granted, and they soon had sufficient to protect themselves from the cold.

At the beginning of the year 1658 they experienced fresh mortifications, on the arrival of a new governor. They were deprived of the liberty of going out of the town. The governor told them that if they would work for him he would give each of them three pieces of cotton; but this proposal they humbly rejected, knowing that his work would wear out more clothes than the stuff he offered them would make. In this situation some of them being attacked with a fever, the terror of the inhabitants at the name of that disorder procured them permission to beg, on condition that they should never be absent from the town above a fortnight or three weeks, and that they should neither go towards the capital nor towards Japan. As only half their number were allowed this indulgence, those who remained in the town were ordered to take care of the sick, and to pull up the grass in the public square.

The king dying in the month of April, his son, with the consent of the great Khan, ascended the throne. The Dutch continued to beg, especially among the priests and monks of the country, who were extremely charitable, and were never weary of hearing them relate their adventures, and describe the customs of their native land. The governor, who arrived in 1660, showed them great kindness, frequently regretting

that he could not send them to Holland, or at least to some place frequented by the Dutch. The drought was so great this year, that provisions became extremely scarce. This calamity increasing in the following year, great numbers of robbers infested all the high roads, notwithstanding the vigour with which they were pursued by the king's command, and hundreds of the people perished of hunger. The famine became so pressing that several villages were plundered, and even the royal stores were not spared. These disorders, however, remained unpunished, because the offenders were slaves of the court. This scarcity continued till 1662: and it was even felt in the following year. The town of Dia-siong, where the Dutch still resided, was no longer capable of furnishing provisions for them; upon which an order arrived from the king to distribute part of them between two other towns. Twelve were therefore sent to Saysiane, five to Siunschien, and five to Nam-man, sixteen leagues farther off. This separation was at first very afflicting, but it afforded them an opportunity for their escape, as we shall find in the sequel.

They set off on foot, the sick only and their baggage being carried by horses, with which they were gratuitously furnished. The first and second night they lodged together in the same town. The third day they arrived at Siunschien, where the five, who were destined to remain there, were left. The fifth day at noon the others arrived at Saysiane. Their guides delivered them to the governor or admiral of the province of Thillado, who resided in that town. This officer appeared to possess distinguished merit; but he was soon succeeded by another, who treated them with great harshness. The highest favour he granted them was, the permission to cut wood, with which they made arrows for his people. The servants of the Corean lords have no other occupation than shooting with bows and arrows, because their masters are proud of having in their service excellent archers.

At the beginning of winter, the Dutch requested of the new governor permission to beg, in order to procure clothes; and he allowed half their number to be absent three days at a time. This permission was of the greater advantage to them as the principal inhabitants of the town, through motives of compassion, were favourable to their rambles, which were prolonged sometimes to a whole month. All that they collected was divided in common. This kind of life they continued to lead, till the recall of the governor, who was

appointed general of the royal troops, which is the second dignity in the kingdom. His successor greatly alleviated the situation of the Dutch at Saysiane, giving orders that they should be treated in the same manner as their countrymen at the other towns. They were relieved from all laborious occupation, and were obliged only to appear in review twice a month, to stay at home alternately, or at least to acquaint the secretary whither they were going, when they had permission to go abroad.

Among many other favours, this governor sometimes sent them victuals from his table; and, touched by their misfortunes, he asked them why, being so near the sea, they did not attempt to get to Japan. They replied, that they durst not run the risk of incurring the king's displeasure: adding, they were unacquainted with the way, and had not any vessel.—“What,” replied he, “are there not barks enough on the coast?” The Dutch answered with affected honesty, “that they did not belong to them, and that if they failed in the enterprize, they would be treated as robbers and deserters.” The governor laughed at their scruples, little imagining that they held this language only to silence his suspicions, and that they were day and night contriving the means of procuring a bark. The author here observes “that the Dutch were revenged of the preceding governor. He held his dignity only four months, and being accused of having condemned to death several persons of different rank on insufficient grounds, he was sentenced by the king to receive ninety strokes on the shin bones, and to be banished for life.”

Towards the end of this year a comet appeared; it was followed by two others, which were both seen at once for the space of two months; one in the south-east and the other in the south-west, but with their tails opposite to each other. The court was so alarmed by this phenomenon, that the king ordered the guard at all the ports and over all the ships to be doubled. He likewise directed that all his fortresses should be well supplied with warlike stores and provisions, and that his troops should be exercised every day. Such were his apprehensions of being attacked by some neighbour, that he prohibited a fire to be made during the night in any house that could be perceived from the sea. The same phenomena had been seen when the Tartars ravaged the country; and it was recollected that similar signs had been observed previous to the war carried on by the Japanese against Corea. The

inhabitants never met the Dutch without asking them what people thought of comets in their country. Conformably to the idea prevalent in Europe about that time, they replied, "that comets prognosticated some terrible disaster, as pestilence, war, or famine."

As they lived in tranquillity during the years 1664 and 1665, they turned all their attention towards making themselves master of a bark; but to their mortification, without success. They sometimes rowed along the shore in a boat which assisted them in procuring a subsistence. Sometimes they took a turn round some small islands to make such observations as might be of service to their escape. Their companions in the two other towns came at times to see them, and they returned their visits when they could obtain the governor's permission. They preserved their patience amidst the greatest difficulties, being satisfied with the enjoyment of good health, and not wanting necessaries in the course of such a protracted slavery.

In 1666 they lost their worthy governor, who, as a recompense for his virtues, was elevated to the highest dignities of the state. During two years of a fortunate administration he had bestowed favours indiscriminately on all ranks, by which he acquired universal affection, the esteem of his master, and the respect of the nobles. He had repaired the public edifices, improved the ports, augmented the maritime forces, and performed other services tending to the general welfare of the kingdom.

After his departure, the town was three days without a governor, because custom allows that interval to the successor to choose, with the assistance of a priest, a favourable moment for his inauguration. The Dutch were soon sensible of the change. Among other harsh treatment, their new master wanted to keep them constantly employed in throwing up earth. This they refused to comply with, asserting that when they had finished the work which had hitherto been required of them, they were obliged to employ the rest of their time in procuring clothes and supplying their other necessities, that the king had not sent them to be engaged in such laborious occupations, and that if they were to be treated with such rigour, it would be much better to renounce the subsistence which was allowed them, and demand to be sent to Japan, or some other place frequented by their countrymen.

The governor replied with a threat, that he would force

them to obey; but he had not time to execute his intentions, for a few days afterwards, being on board a very fine vessel, the powder-room accidentally took fire, and blew up the forepart of the ship, by which accident five men lost their lives. He neglected to give information of this circumstance to the king, hoping the disaster would remain a secret. Unfortunately for him, the fire had been perceived by one of the spies, kept by the court, on the coast, as well as in the interior of the kingdom. The sovereign soon received the intelligence, the governor was immediately recalled, and, after receiving ninety strokes on his shin-bones, was condemned to perpetual banishment.

A new governor arrived in the month of July, but the Dutch did not experience that change in their situation which they had hoped. He required of them one hundred fathoms of matting a day. When they represented the impossibility of obeying this order, he threatened to find them some more suitable occupation. A disorder with which he was attacked prevented him from putting his design into execution; but, in addition to their ordinary occupations, they were obliged to keep the public square clear of grass, and to fetch wood fit for making arrows. Their wretched situation caused them to resolve to take advantage of their tyrant's illness, and at all hazards to procure a bark. They employed a Corean who was under considerable obligations to them, to execute this commission. They desired him to buy them a bark, pretending they wanted it to beg cotton in the adjacent islands, promising him a large share of the alms which they hoped to collect. The bark was purchased, but the fisherman who had sold it, being informed that it was for the use of the Dutch, wished to annul the bargain, fearing lest he should be punished with death, if they made use of it to effect their escape. His apprehensions were, however, silenced by offering to double the price, and the bargain was concluded, to the great satisfaction of the Dutch.

As soon as they were at liberty, they provided the vessel with a sail, an anchor, cordage, oars, and many other necessary articles, resolving to set off in the first quarter of the moon, which was the favourable time. Meanwhile two of their countrymen, who had come to visit them, were detained, and they likewise sent to Nam-man, for John Peters, a skilful seaman, to serve as their pilot. Though the natives were not wholly without mistrust, yet the Dutch set off on the night

of the 4th of September, as soon as the moon had set, and creeping along by the side of the city wall with their provisions, which consisted of rice, a few jars of water, and an iron pot; they all, eight in number, reached the shore without being discovered. Out of the thirty-six Dutchmen who had escaped from the wreck of the ship, only sixteen remained alive; the eight who were left behind in Corea probably died there; at least, they were never afterwards heard of.

The first step taken by the fugitives was to fill a cask with fresh water, in a small island which lay within cannon shot. They then had the boldness to pass the ships of the town, and even the royal frigates, standing out into the channel as much as possible. On that morning of the 5th, when they had almost got out into the open sea, they were hailed by a fisherman, but returned no answer, fearful lest it might be the advanced guard of the ships of war, which lay at anchor at no great distance. At sun-rise, the wind dying away, they made use of their oars, but about noon a breeze springing up, they steered to the south-east, guided only by their conjectures. Having doubled the point of Corea in the course of the following night, they were relieved from all apprehensions of being pursued.

On the morning of the 6th, they were very near the first of the Japanese islands; and the wind continuing favourable, they arrived off that of Firando, where they durst not come to an anchor, being unacquainted with the road; and they had likewise heard the Coreans say that there was no island on the way to Nangazaki. Continuing their course with a brisk gale, they on the 7th coasted along a cluster of small islands, which appeared innumerable. At night they intended to cast anchor near a small island, but perceiving indications of an approaching storm, they determined to continue their course.

On the morning of the 8th, they found themselves at the place they had left the preceding evening, which they attributed to the violence of some current. This observation induced them to stand out to sea, but a strong contrary wind soon obliged them to return towards the land. After crossing a bay they came to anchor, about noon, without knowing what country it was. While they were preparing their repast, some of the natives passed to and fro near them, but without speaking to them. Towards evening, the wind having lulled, they saw a bark with six men,

each of whom had two knives suspended from his girdle rowing towards them. Upon this they weighed anchor with all possible expedition, and employed both their sails and oars in order to get out of the bay; but they were pursued, and soon overtaken by the bark. With their long bamboo canes they might have prevented the strangers from coming on board them, but perceiving several other vessels filled with Japanese, leaving the shore, they resolved to wait quietly for them.

The people in the first bark inquired, by signs, whither they were bound? in reply to which they showed a yellow flag, with the arms of Orange, crying "Holland! Nangazaki!" The Japanese directed them, by signs, to take in their sails, which they did. Two men then went on board, and asked several questions, which they could not understand. Their arrival had occasioned such an alarm on the coast that no person appeared without being armed with two daggers. At night a bark brought on board an officer who held the third rank in the island. When he had ascertained that they were Dutch, he informed them by signs, that there were six ships of their nation at Nangazaki, and that the island they saw was Goto, and belonged to the emperor. In this place they stayed three days, during which they were guarded with great care. They were supplied with wood and meat, and likewise a mat to shelter themselves from the rain, which fell in great abundance.

On the 12th, being furnished with plenty of provisions, they set sail for Nangazaki, under the conduct of the same officer who had come on board them, and who was charged with letters for the emperor. He was attended with two large and two small vessels. In the evening of the next day, they discovered the bay in which that town is situated, and at midnight came to an anchor there. Five Dutch ships were then lying in the bay. Many of the inhabitants of Goto, and other persons of distinction, had shown them much kindness, and had refused to accept of any return. On the 14th they went on shore, and were received by the company's Japanese interpreters, who asked them several questions, and took down their answers in writing. They were then conducted to the governor's palace, where they arrived about noon. When they had gratified his curiosity by a recital of their adventures, he greatly commended the courage which had induced them to brave so many dangers in order to obtain

their liberty, after upwards of twelve years' slavery. He then ordered the interpreters to take them to the Dutch commandant, by whom, as well as by all the rest of their countrymen, they were very kindly received.

About the end of October they left Nangazaki, and on the 30th of the following month arrived at Batavia. They presented their journal to the governor-general, who treated them with great kindness, and promised them a passage in some vessels which were then returning to Europe. They embarked on the 28th of December; and on the 20th of July, 1688, arrived at Amsterdam.

THE STORY OF THE SPANISH ARMADA.

IN the year 1588, during the reign of Queen Elizabeth, Philip the Second, King of Spain, formed a grand design of invading England, and made vast preparations for the entire conquest of the kingdom. Under the sway of this monarch, and that of his father, the Emperor Charles the Fifth, Spain had reached to the highest point of its prosperity, being, at that period, rich and populous; and the late conquest of Portugal, besides securing internal tranquillity, had annexed an opulent kingdom to Philip's dominions—had made him master of many settlements in the East Indies, and of the whole commerce of those regions; and had much increased his naval power, in which he was before chiefly deficient. Besides this, all the treasures of the West Indies were in his possession.

Philip's ambition was as great as his resentment was lasting. On the death of Queen Mary, of persecuting memory, whose husband he was, he made proposals of marriage to his sister-in-law, Queen Elizabeth, hoping still to obtain that dominion over England which he had failed to secure in espousing her sister, and he offered to procure from the Pope a dispensation for the purpose. But Elizabeth knew well the aversion borne by the nation to a Spanish alliance, and at once rejected the proposal. This refusal rankled in his heart, and the interference of Elizabeth in the affairs of the Netherlands, when the Dutch provinces revolted from him; the sending out of an

armament against the Spanish settlements in the West Indies, and the destruction of the Spanish fleet, at Cadiz, in 1587, with other insults and injuries which the Spaniards were continually receiving from England, all tended to encourage and inflame that desire for revenge, which Philip had long harboured against the Queen.

Added to all these causes of offence, Philip's bigotry led him to place himself at the head of the Catholic party on the Continent, and to devote all his energies to the extirpation of heresy both at home and abroad. Elizabeth, on the other hand, was recognised throughout Europe as the bulwark and support of Protestantism; and Philip hoped, if he could subdue that princess, to acquire the eternal renown of re-uniting the whole Christian world in the Catholic communion. Above all, his indignation against his revolted subjects in the Netherlands, instigated him to attack the English, who had encouraged that insurrection; and to subdue England seemed a necessary step towards the re-establishment of his authority in that portion of his extensive dominions.

The preparations for the Armada—by which Philip hoped to conquer the English both on sea and land—were for some time secretly carried on, with great celerity. As soon as the project was fully determined upon, every part of his vast empire resounded with “busy note of preparation, and clank of hammers closing rivets up.” All his ministers, generals, and admirals, were employed in forwarding the design. In all the ports of Sicily, Naples, Spain, and Portugal, artisans were employed in building vessels of uncommon size and force; naval stores were collected at a great expense; provisions amassed; armies levied and quartered in the maritime towns of Spain; and such a fleet was fitted out as had never before seen its equal in Europe. The military preparations in Flanders were no less formidable. Troops from all quarters were every moment assembling, to reinforce the Duke of Parma, to whom had been committed the command of the army. In Italy, and Germany also, soldiers were enlisted; and an army of 34,000 men was assembled in the neighbourhood of Dunkirk, and kept in readiness to be transported into England. The Duke of Parma employed all the carpenters whom he could procure, either in Flanders or in Lower Germany, and the coasts of the Baltic; and he built at Dunkirk, and Newport, and at Antwerp, a great number of boats and flat-bottomed vessels. for the transporting of his forces.

This great naval armament, when completed, consisted of 150 ships, most of which were of an unusual size, carrying 2,650 guns, and having on board 20,000 soldiers, and 8,000 seamen, besides 2,000 volunteers of the most distinguished families. This force was to be joined by the 34,000 men before referred to, assembled in the Netherlands. This vast navy was vain-gloriously denominated by the Spaniards, even before leaving port, the "Invincible Armada!"

These extraordinary preparations could not long be concealed from the English government; but Philip was a consummate hypocrite, and he gave out that the armament, on which he had spent such enormous sums, and called into requisition all the resources of his kingdom to complete, was fitted out for the purpose of being employed in the Indies. This shallow pretext, however, did not avail him. Elizabeth had foreseen that an attempt would be made at invasion, and she made preparations for resistance. The English navy, at that period, was in a very inefficient state. It consisted only of twenty-eight sail, many of which were of small size. The Queen, in these circumstances, appealed to her people, and they nobly responded to the call of their sovereign. All the commercial towns of England were required to furnish ships for reinforcing the navy. The citizens of London, in order to show their zeal in the common cause, instead of fifteen vessels which they were commanded to equip, voluntarily fitted out double the number. The nobility and gentry hired, and armed, and manned, forty-three ships at their own charge. Lord Howard of Effingham, was appointed admiral of the English fleet. Drake, Hawkins, and Frobisher, the most renowned seamen in Europe, served under him. The principal fleet was stationed at Plymouth; while a smaller squadron, consisting of forty vessels, English and Flemish, commanded by Lord Seymour, lay off Dunkirk, ready to intercept the Duke of Parma.

The people of England felt that not only their liberties, but their religion was at stake. A blow was menaced to be struck at the sovereignty of Elizabeth, not only as a Queen, but as the head and protectress of the Protestant interest in Europe; and they, therefore, came forward with alacrity, and prepared for the defence of their natural rights and independence.

The land forces of England were, according to Hume, more numerous than the enemy; but they were inferior in discipline, reputation, and experience. An army of 20,000 men was dis-

posed, in different bodies, along the south coast; and orders were given them, if they could not prevent the landing of the Spaniards, to retire backwards; to waste the country around; and to wait for reinforcements from the neighbouring counties before they encountered the enemy. A body of 22,000 foot, and 1,000 horse, under the command of the Earl of Leicester, was stationed at Tilbury Fort for the defence of the capital. The principal force, consisting of 34,000 foot and 2,000 horse, was commanded by Lord Hunsdon. These forces were reserved for guarding the Queen's person, and were appointed to march whithersoever the enemy should appear. The panic was almost general throughout the kingdom; the most dismal apprehensions being entertained by many, even among the Queen's counsellors, that the small and inexperienced military force which England could bring into the field, would not, for a moment, be able to cope with the formidable army of 50,000 veteran Spaniards, commanded by experienced officers, under the Duke of Parma, the most consummate general of the age.

The Queen, however, undismayed by the danger which threatened her crown and people, issued all her orders with tranquillity, animated her subjects to a steady resistance, and employed every resource which either her domestic situation, or her foreign alliances could afford her. She sent Sir Robert Sidney into Scotland, to exhort King James to remain in amity with her, and to consider the danger which at present menaced his sovereignty no less than her own, from the ambition of the tyrant of Spain. With her usual artfulness she made him some promises which, with her usual dissimulation, she never fulfilled. Such as, to give him a dukedom in England, with suitable lands and revenue; to settle 5,000*l* a year on him; and to pay him a guard, for the safety of his person.

The King of Scotland declared himself perfectly willing to remain in relationship with England, and he even kept himself in readiness to march with the whole force of his kingdom to the assistance of the English Queen. The King of Denmark was induced, on her application, to seize all the ships belonging to the Spanish monarch in the Danish harbours. The Hanse Towns too, though not at that time on good terms with the English Queen, were so far prevailed upon by the same motives which had weighed with his Danish majesty, namely, the interests of the Protestant religion, and the strong remonstrances of Elizabeth, as to retard so long the equipment of

some vessels in their ports, that they became useless to the purpose of invading England.

The Queen's conduct at this perilous conjuncture of affairs, was such as to command even the admiration of her enemies. Her prudence, circumspection, and vigour, made up for all deficiencies in the land or sea forces. She animated the Protestant part of her subjects by an appeal to their loyalty, and attachment to their religion. She reminded them of their former danger from the wiles and the tyranny of the King of Spain. All the barbarities exercised by Mary against the Protestants—the burnings—the imprisonments—the proscriptions of the adherents of the reformed faith, were ascribed to the counsels of that bigotted and imperious monarch. Nay, we are told that the representation of the persecuting nature of Popery was even carried so far, that the bloody massacres in the Indies—the unrelenting executions in the low countries—the horrid cruelties and iniquities of the inquisition, were set before men's eyes; a list and description were published, and pictures dispersed, of the several instruments of torture with which, it is pretended, the Spanish Armada was loaded; and every artifice was employed to rouse the people to a vigorous defence of their religion, their laws, and their liberties.

The English Roman Catholics generally were not led away from their allegiance, by the hope of seeing their religion re-established in England; although the pope had absolved them from their fealty. The liberty and independence of their native country were stronger motives to their fidelity than any which Philip could offer; and as Elizabeth, on this occasion, wisely pursued moderate measures towards them, fair scope was given for their patriotism and right feeling. Several Roman Catholic gentlemen entered as volunteers in the fleet and army. Some equipped ships at their own charge and gave the command of them to Protestants. Others were active in animating their tenants, and vassals, and neighbours to the defence of their country; and every rank of them, burying, for the present, all party animosities, seemed to prepare themselves with order, as well as vigour, to resist the daring attempt of the invaders.

The Queen, surrounded by her principal men, appeared on horseback in the camp at Tilbury; with a cheerful and animated countenance she rode through the lines; and exhorted the soldiers in the following stirring address:—

“My loving people, we have been persuaded by some that

are careful of our safety, to take heed how we commit ourselves to armed multitudes, for fear of treachery; but I assure you I do not desire to live to distrust my faithful and loving people. Let tyrants fear: I have always so behaved myself that, under God, I have placed my chiefest strength and safeguard in the loyal hearts and good will of my subjects; and therefore I am come amongst you at this time, not as for my recreation or sport, but being resolved, in the midst and heat of the battle, to live or die among you all; to lay down, for my God, and for my kingdom, and for my people, my honour and my blood even in the dust. I know I have but the body of a weak and feeble woman; but I have the heart of a king, and a king of England, too; and think foul scorn that Parma, or Spain, or any prince of Europe, should dare to invade the borders of my realms, to which, rather than any dishonour should grow by me, I myself will take up arms: I myself will be your general, judge and rewarder of every one of your virtues in the field. I know already, by your forwardness, that you have deserved rewards and crowns; and we do assure you, on the word of a prince, they shall be duly paid you. In the meantime, my lieutenant-general shall be in my stead, than whom never prince commanded a more worthy and noble subject; not doubting, by your obedience to my general, by your concord in the camp, and your valour in the field, we shall shortly have a famous victory over those enemies of my God, of my kingdom, and of my people."

By this spirited behaviour Elizabeth revived the attachment and increased the enthusiasm of the soldiery.

In the beginning of May, 1588, the Spanish Armada was ready for sea; but its sailing was retarded for some time by the deaths, successively, of the Admiral, the Marquis of Santa Croce, and the Vice-Admiral, the Duke of Paliano. The Duke of Medina Sidonia, a nobleman of great family, but inexperienced in action, and entirely ignorant of sea affairs, was appointed Admiral, and Alcarede, Vice-Admiral.

At length, on the 29th of May, every preparation being complete, the Spanish fleet set sail from Lisbon. Forth went that mighty armament, charged with a nation's ruin and a religion's overthrow. Consecrated by the Pope himself, and wafted by the blessings and the hopes of every adherent of Popery throughout Europe, its course promised fair and its result successful. Already, the most fearful denunciations hovered over England—the thunders of the vatican had been

hurled against that doomed land—the anathema had been launched against it and its sovereign, and the awful curse pronounced which was to hurry them both into immediate and irremediable destruction. Elizabeth had been formally excommunicated and deposed by the Roman pontiff, who had published a crusade against England, and granted plenary indulgences to every one engaged in the invasion.

But the ways of Providence are inscrutable. On the very day after the Armada had sailed, it was overtaken by a tremendous storm, which dispersed the ships, sunk some of the smallest, and forced the rest to take shelter in the Groine, where they were refitted.

The intelligence of the disaster which had happened to the Spanish fleet created, as was natural, great joy in England; and the Queen concluded that the Spaniards would not this year attempt an invasion. In this belief, she caused orders to be sent to the Admiral, directing him to lay up some of the larger ships and to discharge the seamen. Lord Effingham, however, who judged otherwise, and was convinced that the Spanish navy would again put to sea, had the courage to disobey these orders, and solicited permission to retain all the ships in service, though it should be at his own expense. Taking advantage of a north wind, he sailed towards the coast of Spain, with the intention of attacking the enemy in harbour; but the wind changing to the south, he became apprehensive lest they might have set sail, and passing him at sea, been able to reach England, now undefended by the fleet, in his absence. These considerations induced him to return with the utmost expedition to Plymouth, where he anchored.

The damage done to the vessels of the Armada by the storm were soon repaired; and the Spaniards, determined on the invasion of England, and nothing daunted by the ominous commencement of their voyage, once more put to sea. Their fleet consisted now of 130 vessels, of which nearly 100 were galleons, and were much larger than any that had yet been used in Europe. It carried on board 19,295 soldiers, 8456 mariners, 2088 galley-slaves, and 2630 great pieces of brass ordnance. It was victualled for six months; and was attended by twenty smaller ships, called caravals, and ten salves with six oars each.

The Duke of Medina had received orders from Philip to avoid, if possible, coming into contact with the English fleet;

and for this purpose, in passing along the Channel, he was to sail as near the coast of France as he could with safety, until being joined by the Duke of Parma, he should be able to make sail to the Thames; and having landed the whole Spanish army, complete at one blow the entire conquest of England. The Duke ventured to disobey these orders. A fisherman, whom his vessels met on their passage to the English coast, gave him information of a nature which induced him to alter his plans, and instead of keeping out of the reach of the ships of his opponents, to proceed at once to attack them in their harbours. This man told them that the English admiral, hearing of the tempest which had scattered the Armada, had gone to sea in search of them; but that he had since returned back into Plymouth, where, no longer expecting an invasion this season, he had laid up his ships, and discharged most of his seamen. This intelligence, false as the latter (the most important part of it) was, had the effect of making him believe that he had nothing more to do than sail for Plymouth, destroy at once the English fleet, and secure immediate possession of the kingdom. This resolution of the Spanish admiral proved the salvation of England.

On the evening of the 19th July, the Armada arrived off the Lizard Point, in Cornwall; this, the most southern promontory of England, being the first land made by it. The Spaniards mistook it for the Ramhead, near Plymouth; they, therefore, stood out to sea with the design of returning next day, and attacking the English navy. One Fleming, a Scottish pirate, who was roving in those seas, descried them, and he immediately set sail to inform the English admiral of their approach. Effingham being thus apprised, issued instant orders to prepare for action. He had just time to get out of port, when he descried the Spanish Armada bearing down upon him.

It was a most imposing spectacle, and such as the sea, which has presented many beautiful sights, never before upheld on its treacherous bosom. The mighty armament of Spain was disposed in the form of a crescent, and stretched to the distance of seven miles from the extremity of one division to that of the other. Although, however, the ships were in full sail, yet, from their weight and unwieldy construction, they proceeded very slowly, and thus gave the English, who beheld, without dismay, this formidable force arrayed against them, full time to prepare for receiving them.

Orders were issued by the English admiral to avoid close action with the Spanish ships, but to cannonade them at a distance, and to wait the opportunity which winds, currents, or various accidents must afford him of intercepting some of their scattered vessels. Two events occurred which at the beginning spread confusion through the enemy's fleet. A large ship of Biscay, on board of which was a considerable part of the Spanish money, accidentally took fire; and while all hands were employed in extinguishing the flames, she fell astern of the rest of the Armada. The great galleon of Andalusia was detained by the springing of her mast, and both these vessels were taken, after some resistance, by Sir Francis Drake.

As the Armada advanced up the Channel, the English hung upon its rear, and continued to attack it, gradually advancing nearer; found that, even in close action, the size of the Spanish ships was rather a disadvantage to them than otherwise. Their bulk exposed them the more to the fire of the enemy, while their cannon being placed too high, the shot passed over the heads of the English, and fell harmless in the water.

No sooner had the news of the appearance of the Armada reached land, than the nobility and gentry hastened out, with their vessels, to reinforce the admiral. The Earls of Oxford, Northumberland, and Cumberland, Sir Thomas Cecil, Sir Robert Cecil, Sir Walter Raleigh, Sir Thomas Vavasor, Sir Thomas Gerrard, Sir Charles Blount, and many other eminent men, distinguished themselves by this generous and disinterested proceeding. The English fleet, with this reinforcement, amounted to 140 sail.

The Armada proceeded to Calais, and cast anchor before that place, that the Duke of Parma might put to sea and join his forces to them, as was originally intended. Here the English admiral had recourse to stratagem, in order to scatter the Spanish vessels. He filled eight of his smaller ships with combustible materials, and sent them one after the other, into the midst of the enemy. The Spaniards took the alarm, cut their cables, and hastened to sea with the greatest disorder and precipitation. In this state the English attacked them, and captured or destroyed about twelve of their best ships, besides doing great damage to many of the rest.

The Armada being thus, in a manner, disabled from proceeding any further in the enterprise, the Duke of Parma felt

unwilling to expose his soldiers singly to the attacks of the English fleet, convinced as he was that the vessels provided by him were formed for transporting an army, not for fighting. When urged to leave the harbour, he positively refused, and thus ended all hopes, on the part of the Spaniards, of the success of an expedition, for which so many and so extensive preparations had been made.

Several rencounters took place between the Spanish and English fleets; but while the former lost many of their vessels, only one small ship of the latter had been destroyed. Perceiving that it was the intention of the English admiral to effect the complete destruction of the Armada, the Duke of Medina formed the resolution to return to Spain with the remainder of his fleet. But he found it impossible, from the prevalence of a contrary wind, to pass through the channel, and he determined to sail northwards, and making the tour of the island of Great Britain, reach Spain by the ocean. Harassed, however, by the incessant attacks of the English fleet, which continued for some time to follow him, he would inevitably have been obliged to surrender at discretion, had not the ammunition of his opponents fallen short, from the negligence of the officer in supplying them; and the latter were compelled to bear away from their enemy, when almost within their power.

The Armada, however, was doomed to destruction. Soon after it had passed the Orkneys, it encountered a tremendous hurricane, which drove some of the ships on the western isles of Scotland, and others on the coast of Ireland, where they were miserably wrecked; and not a half of the proud navy which had left Spain with such magnificent expectations returned to tell the tale of their discomfiture and dishonour. Thus perished the hopes of the Pope and the Spaniards to throw the fetters of superstition over free and happy England.

THE MUTINY OF THE BOUNTY,

AND

THE WRECK OF THE PANDORA.

IN the year 1787, being seventeen years after Captain Cook's return from his first voyage, it having been represented to his majesty, by those interested in our West India colonies, that the introduction of the bread-fruit tree into those islands, to constitute an article of food, would prove of very essential benefit to the inhabitants, the king was graciously pleased to comply with their request. A vessel was accordingly purchased, and fitted with the necessary additions for carrying the benevolent objects of the voyage into effect; the whole equipment for the voyage being under the immediate superintendence of Sir Joseph Banks.

The ship was called the *Bounty*, and the command of her was entrusted to Lieutenant Bligh, who had previously sailed with Captain Cook. She was about two hundred and fifteen tons burthen, and her crew consisted of one lieutenant, who was commanding-officer; one master, three warrant officers, one surgeon, two master's mates, two midshipmen, and thirty-four petty officers and seamen, making forty-four in all; to which were added two skilful and careful men, recommended by Sir Joseph Banks, to have the management of the plants intended to be carried to the West Indies, and others to be brought home for his majesty's gardens at Kew. One of these was David Nelson, who had served under Captain Cook in a similar situation; and the other, Wm. Brown, acted as an assistant to him.

On December the 23rd, 1787, the *Bounty* sailed from Spithead and arrived at Otaheite on the 26th of October, 1788, remaining there till the 4th of April, 1789, and collected during that period one thousand and fifteen plants, which were contained in seven hundred and seventy-four pots, thirty-nine tubs, and twenty boxes, besides several other kinds of curious plants peculiar to Otaheite.

On the 23rd they anchored off Annamooka, where they remained till the 26th, carrying on a brisk trade in yams, plantains, hogs, fowls, &c.; but the crowd of natives became

so great, that it was judged prudent to get the ship under weigh, which was accordingly done, and they sailed at sunset. From thence the ship stood to the northward all night, and at noon of the following day, the 27th, they were between the islands Tofoa and Kotoo.

Thus far the voyage had advanced in a course of uninterrupted prosperity; but a conspiracy had been formed, which was concerted with so much secrecy and circumspection that not the slightest suspicion was occasioned of the impending calamity, which was to render all their past labour productive only of extreme misery and distress.

About four o'clock on the morning of the 28th of April, Mr. Stewart called upon Fletcher Christian, who had just fallen asleep, to relieve the deck; but observing him to be much out of order, he strenuously advised him to abandon his previously expressed intention of leaving the ship on a small raft which he had constructed; but Christian, as soon as he had taken charge of the deck, observing Mr. Hayward, the mate of his watch, lie down on the arm-chest to take a nap, and finding that Mr. Hallet, the other midshipman, did not make his appearance, formed the resolution of seizing the ship. He immediately disclosed his intention to Matthew Quintal and Isaac Martin, seamen, both of whom had been flogged by Captain Bligh; and they called up Charles Churchill, master-at-arms, who had also been punished, and Matthew Thompson, seamen, both of whom readily joined in the plot. Alexander Smith (*alias* John Adams), John Williams, and William M'Koy, evinced equal willingness, and went with Churchill to the armourer, of whom they obtained the keys of the arm-chest, under pretence of wanting a musket to fire at a shark; and finding Mr. Hallet asleep on an arm-chest in the main-hatchway, they roused him and sent him on deck. Charles Norman, the carpenter's mate, unconscious of their proceedings, had in the meantime awakened Mr. Hayward, and directed his attention to the shark which was alongside; and just at the moment he was watching it, Christian and his confederates came up the fore-hatchway, after having placed arms in the hands of several men who were aware of their design. One man, Matthew Thompson, was left in charge of the chest, and he served out arms to Thomas Burkitt and Robert Lamb.

"Just before sun-rising, on Tuesday the 28th, while I was yet asleep," says Mr. Bligh, the captain of the *Bounty*, in his

own words, "Mr. Christian, officer of the watch; Charles Churchill, ship's corporal; John Mills, gunner's mate; and Thomas Burkitt, seaman, came into my cabin, and, seizing me, tied my hands with a cord behind my back; threatening me with instant death, if I spoke or made the least noise. I called out, however, as loud as I could, in hopes of assistance; but they had already secured the officers, who were not of their party, by placing sentinels at their doors. I was hauled out of bed, and forced on deck in my shirt. I demanded the reason of such conduct, but received no other answer but abuse for not holding my tongue.

The boatswain was ordered to hoist the launch out, with a threat that if he did not do it instantly, to take care of himself.

The captain endeavoured, by entreaties and persuasion, to turn the tide of affairs, and induce the people not to persist in such acts of violence; but the only reply was a command to hold his tongue, with a threat of having his brains blown out if he did not instantly comply, while three men stood round him with bayonets fixed and pieces cocked.

The boatswain and seamen who were to go in the launch were allowed to collect cordage, canvas, sails, and a twenty-eight gallon cask of water; and Mr. Samuel got one hundred and fifty pounds of bread, a small quantity of rum and wine, and a quadrant and compass. Those of the seamen whom the mutineers meant to get rid of were forced into the boat, and a dram served to each of the crew who remained in the *Bounty*.

The officers were next called upon deck, and forced over the side into the boat, while Captain Bligh was still kept abaft the mizenmast, surrounded by a guard. It appeared that Christian was in some doubts whether he should keep the carpenter or his mates, but at length he ordered the carpenter into the boat, permitting him, though not without some opposition, to take his tool-chest.

The officers and men who were to leave them being now in the boat, the master-at-arms informed Christian that they only waited for the captain. Christian then turned and said, "Come, Captain Bligh, your officers and men are now in the boat, and you must go with them; and if you attempt to make the least resistance you will instantly be put to death."

He was then, without further ceremony, forced over the side, when his hands were untied. The boat was veered astern

with a rope, and a few pieces of pork, some clothes, and four cutlasses, were thrown to them.

On being forced over the side, Captain Bligh, turning to Christian, said, "Is this treatment a proper return for the many instances you have received of my friendship?" At which the other appeared much disturbed.

Captain Bligh again begged of him to desist, and gave his honour never to speak of this, or let it be known in England. He implored him, as their past friendship was disregarded, to think of and show some mercy to his wife and children.

"I say no, no, Captain Bligh," replied Christian: "if you had any honour or any manly feeling in your breast, things had not come to this. Your wife and family! Had you any regard for them, you would have thought of them before and not behaved so like a villian! I have been used like a dog all the voyage; I am determined, come what will, to bear it no longer. You have goaded—driven me to desperation, and on you must rest the consequences. It is too late."

The armourer and carpenter's mates called over the side for the captain to remember that they had no hand in the transaction, and were kept contrary to their inclination; and soon after the boat was cast adrift on the open sea.

The launch contained nineteen persons, whose weight, with that of the few articles they were permitted to take, brought the boat's edge so near to the water that there seemed but little probability of her being able to encounter a moderate swell, much less to survive the length of voyage they were destined to perform over the wide ocean.

Upon examining the quantity of provisions which had been thrown into the boat, it was found to amount to one hundred and fifty pounds of bread, sixteen pieces of pork weighing two pounds each, six quarts of rum, six bottles of wine, twenty-eight gallons of water, and four empty barricoes. As they were near the island of Tofoa, they endeavoured to get a supply of bread-fruit and water, but could only succeed in obtaining about twenty cocoa-nuts; and numbers of the natives beginning to congregate on the beach, they were obliged to leave with precipitation, as the natives attacked them with stones, and killed John Norton, quarter-master, who was casting off the stern-fast, and wounded many of them in the boat. On pushing out to sea, they were followed by several canoes, and only succeeded in eluding the pursuit

by throwing overboard some clothes, which induced the canoes to stop and pick them up.

They had now no hope of relief, unless they could reach Timor, a distance of full twelve hundred leagues, and this in an open boat only twenty-three feet in length, and deeply laden with eighteen men; but they all readily agreed to be content with an allowance which, on calculation, Captain Bligh informed them, would not exceed one ounce of bread and a quarter of a pint of water per day. It was about eight o'clock at night, on the 2nd of May that they bore away under a reefed lug-foresail, and the people being divided into watches, and the boat got into a little order, they returned thanks to the Almighty for their miraculous preservation.

On the 3rd it blew a violent storm, and the sea ran so high that they were obliged to keep constantly baling, and were in great apprehension that the bread, which was in bags, would be spoiled: to prevent this they threw overboard all superfluous clothes, with some spare sails and rope, in order to lighten the boat; and emptying the carpenter's chest, stowed the tools in the bottom of the boat, and the bread in the chest. As they were all thoroughly wet and cold, a teaspoonful of rum was served to each. Five small cocoa-nuts were distributed for dinner, and a few broken pieces of bread-fruit for supper, after which prayers were performed.

On the night of the 4th, and morning of the 5th, the gale had abated, and the boat was running among some islands; but after their reception at Tofoa they did not venture to land. Upon examining the state of their bread, they found that a great part of it was damaged and rotten; but even this was carefully preserved for use.

On the 6th they still continued to see islands at a distance; and this day, for the first time, to their great joy, they hooked a fish; but were miserably disappointed by losing it as they were trying to get it into the boat. They were dreadfully cramped from the want of room, which they endeavoured to remedy by putting themselves at watch and watch: one half sitting up, while the others lay down in the bottom of the boat, with nothing to cover them, and so constantly wet, that after a few hours' sleep, they were scarcely able to move.

On the 7th they passed close to some rocky isles, from which they were pursued by two large sailing canoes; but in the afternoon they gave over the chase. Soon after it began to rain very heavily, when every person in the boat did his

utmost to catch some water, by which they increased their stock to thirty-four gallons, besides quenching their thirst for the first time since they had been in the boat.

On the 8th they had an allowance of an ounce-and-half of pork, a teaspoonful of rum, half a pint of cocoa-nut milk, and an ounce of bread. The afternoon was employed in cleaning out the boat, and getting everything dry and in order. Hitherto Captain Bligh had issued the allowance by guess, but he now made a pair of scales with two cocoa-nut shells, and finding some pistol-balls in the boat, which weighed twenty-five to the pound, he adopted one of these as the weight of bread to be served to each person at one time. He also amused them with describing the situations of New Guinea and New Holland, that in case any accident should happen to him, they might have some idea of what they were about, and be able to find their way to Timor.

On the 9th they experienced a violent storm of thunder and lightning. They collected about twenty gallons of water; but they were so miserably wet and cold, that a teaspoonful of rum was served to each. The weather continued extremely bad, and the wind so increased that hardly one of them got any sleep that night.

The morning of the 10th brought no relief, except its light. The sea broke over the boat so much, that two men were kept constantly baling; and it was necessary to keep the boat before the wind to prevent its filling. The allowance was now one bullet-weight of bread and a quarter of a pint of water, at eight in the morning, at noon, and at sunset, with the addition of half an ounce of pork for dinner.

On the 11th the weather was not at all improved, and their situation was becoming extremely dangerous from the constant running of the sea over the stern, which kept them baling with all their strength: but at noon they were much enlivened by the appearance of the sun, which gave them great pleasure.

On the 12th it rained towards the evening, and they again experienced a dreadful night. When the day came, they were in no way refreshed by the little sleep they had, as they were constantly drenched by the sea and rain; and though the men were shivering with wet and cold, the captain was under the disagreeable necessity of informing them, that he could no longer afford them the scanty pittance of a teaspoonful of rum.

On the 13th and 14th the stormy weather and heavy seas continued unabated, and on these days they saw distant land, and passed several islands, the sight of which increased rather than alleviated the misery of their situation; as an attempt to procure relief was considered to be attended with so much danger that it was thought advisable to remain as they were, rather than encounter the risk.

On the 15th it was still rainy, both day and night, and it was so dark that not a star could be seen by which the steerage could be directed, and the sea was continually breaking over the boat; which was the case on the 16th when they passed a truly horrible night, with storms of thunder, lightning, and rain. The dawn of the 17th brought no relief; and the suffering from wet and cold had been so severe, that they were obliged to break their rule and serve a teaspoonful of rum to each. The night was again dark and dismal, and nothing but the winds and waves to direct their steerage.

On the 18th the rain abated, when they stripped and wrung their clothes, which greatly refreshed them; but every one of them complained of violent pains in their bones. At night the rain recommenced with thunder and lightning, which continued without intermission through the 19th and 20th, keeping the men constantly baling; but at noon the sun broke out and revived them. They began now to suffer from extreme hunger, but the vast quantities of rain that had fallen prevented their being thirsty.

On the 21st they were so drenched with rain and salt-water during the whole of the afternoon, that they could scarcely see; and on the following day their situation was extremely calamitous. They were obliged to run right before the sea, and keep a strict watch, as the slightest error in the helm would have caused their destruction in an instant. It continued to blow hard, and the sea was constantly running over their stern. During the night the misery they endured was excessive, so much so that they expected another such a night would put an end to the sufferings of several of them.

On the 24th the wind moderated towards the evening, and the night was fair. In the morning they experienced relief from the warmth of the sun, for the first time during the last fifteen days. They stripped and hung up their clothes to dry; but by this time they had been worn so threadbare, that they contributed very little to keep out either wet or cold.

In the afternoon they saw several birds, such as boobies and noddies, which are never seen far from land.

As the sea now began to run fair, Captain Bligh took the opportunity to examine their stock of bread, and found there was sufficient, according to their present rate of allowance, to last twenty-nine days, which was about the time they expected to reach Timor: but as this was uncertain, and it was possible they might be obliged to go to Java, they determined to reduce their present scanty rate, so as to make the stock hold out six weeks. This was effected by continuing the same quantity for breakfast and dinner as usual, and discontinuing the supper allowance.

On the 25th, at noon, some noddies came so near to the boat that they caught one of them, about the size of a small pigeon. This was divided, with its entrails into eighteen portions, and distributed by the following method:—one man stood with his back to the object, while another, pointing separately to each portion, asked aloud, "Who shall have this?" to which the first answered by naming somebody, until the whole number had been served. By this impartial method, each man stood the same chance of obtaining an equal share. They had also an allowance of bread and water. In the evening several boobies came near them, and they were fortunate enough to catch one about as large as a duck. This they killed for supper, and giving the blood to three of the people who were most distressed, the body, with entrails, feet, and beak, were divided into eighteen shares and distributed as before; and having with it an allowance of bread, the whole made an excellent supper.

On the 26th they caught another booby, which was distributed in the same manner as before, giving the blood to those who suffered most; and this addition to their usual fare quite overjoyed these miserable people, who hailed it as an interposition of Providence in their favour. The weather was now very fine, but the heat of the sun was becoming so powerful, that several were seized with faintness and languor. In the evening they caught two boobies which contributed to raise their spirits. The stomachs of these birds contained several flying-fish and small cuttle-fish, which were carefully reserved for the following day, while the remainder were divided and distributed as before. From the appearance of the clouds in the evening they thought it probable they must be near land.

On the 28th, at one o'clock in the morning, the man at the helm heard the sound of breakers. It was the barrier-reef which runs along the eastern shore of New Holland, through which it now became their anxious object to discover a passage. The sea broke furiously over the reef, but within was so smooth and calm, that they already anticipated the heartfelt satisfaction they should experience as soon as they should pass the barrier. At length they discovered a break in the reef, about a quarter of a mile in width, and through which they passed rapidly, with a strong stream running to the westward, and came almost immediately into smooth water.

They now offered up their thanks to the Almighty for his merciful protection of them, and then with more content than they had yet been able to feel, took their miserable allowance of a bullet-weight of bread, and a quarter of a pint of water for dinner.

They now began to see the coast very distinctly, and in the evening they landed on the sandy point of an island, where they soon discovered that there were oysters: they also found plenty of fresh water. By the help of a small magnifying glass a fire was made; and among the things that had been thrown into the boat was a tinder-box and a piece of brimstone; so that in future they had the ready means of making a fire. One of the men had been provident enough to bring with him from the ship, a copper pot, in which they made a stew of oysters, bread, and pork, and each person received a full pint.

The general complaints among the people were a great dizziness in the head, and weakness in the joints; but notwithstanding their sufferings from cold and hunger, all of them retained marks of strength. The men were cautioned by Captain Bligh not to touch any kind of fruit or berry they might find; but no sooner were they out of sight than they began to eat without reserve. The effect of this was, that they soon began to show symptoms of over-eating, which frightened them so much that they fancied they were poisoned; but, fortunately, the fruit proved to be wholesome and good.

On the 29th of May, being the anniversary of the restoration of Charles II., they named the island they were upon Restoration Island, as not being inapplicable to their situation, which was a restoration to health and strength.

The people now made excellent meals of oysters and palm-tops stewed, without consuming any of their bread. On the 30th they collected a quantity of oysters, which they put on

board the boat, and also filled their vessels with fresh water to the amount of nearly sixty gallons. Upon examining the bread, they found about thirty-eight days' allowance remaining.

Being now ready for sea, every person was ordered to attend prayers; but just as they were on the point of embarking, about twenty naked savages made their appearance, and beckoned to the sailors to come near them; but as they were armed with spears and lances, it was thought most advisable to decline the invitation and proceed on their voyage, which lay to the northward.

On the 31st they landed on an island to which they gave the name of Sunday, and two parties were sent on shore to seek for supplies; but many of them, overcome by weakness and fatigue, began to show a mutinous spirit, which Captain Bligh immediately quelled by drawing his cutlass and enforcing obedience. They obtained oysters, clams, and dog-fish; also a small bean, which Nelson, the botanist, pronounced to be a species of *dolichos*.

On the first of June they stopped in the midst of some sandy islands, called *Keys*, where they procured a few clams and beans. Nelson was here taken ill with a violent heat in his bowels, loss of sight, great thirst, etc.; but by giving him some pieces of bread soaked in a little wine, which had been carefully preserved, he soon recovered. The boatswain and carpenter were also ill, complaining of headache and sickness; and, indeed, there were few of them without complaints.

At night a party was sent out to catch birds, but they only returned with twelve noddies. This was through the folly and obstinacy of Robert Lamb, butcher, who separated from them and disturbed the birds. He afterwards acknowledged that he had eaten nine raw birds after separating from his two companions.

On the 3rd of June, after passing several keys and islands, and doubling Cape York, the north-easternmost point of New Holland, the little boat and her brave crew once more launched into the open ocean. They had been just six days on the coast, in the course of which they had found oysters, a few clams, some birds, and water; but they had derived great benefit from enjoying good rest at night, and relief from the fatigue of constantly sitting.

On the 5th a booby was caught by the hand, and the blood of it being divided among the three weakest, the body was

preserved for next day's dinner; and in the evening of the 6th, the allowance for supper was recommenced according to a promise made at its discontinuance.

On the 7th, after a miserably wet and cold night, nothing more could be afforded than the usual allowance for breakfast, but at dinner they had the remainder of the dried clams, being about an ounce to each. The sea was running very high and breaking over the boat. The next day, however, the weather was more moderate, and they caught a small dolphin, which gave about two ounces to each man; but in the night it came on to blow again.

Many of them now began to feel the effects of their long sufferings. Mr. Ledward, the surgeon, and Lawrence Leboque, an old and hardy seaman, appeared to be giving way very fast. In two or three days afterwards there seemed a visible alteration for the worse in many of them, and an apparent debility of understanding, that seemed the melancholy presage of an approaching dissolution. One hope alone supported them, that in a very few days more, at the rate they were then sailing, they would arrive at that point, so fondly anticipated as the termination of their miseries.

In the afternoon, birds and branches of trees gave signs of land being near; but the captain cautioned them not to be too sanguine as there were several islands between New Guinea and Timor.

On the 11th, Captain Bligh announced the pleasing intelligence that an observation of longitude appeared to indicate that they had passed the meridian of the eastern part of Timor. This discovery filled every heart with joy and expectation, and all eyes were intently fixed on that quarter in which the land was expected to be situate. Evening fell without their being able to discover anything except the vast expanse of ocean; but, at three o'clock on the following morning, just as the day was breaking, a cultivated coast, finely diversified with hill and dale, appeared stretching in wide extent before them. This was Timor!

It is almost impossible to describe the tumult of joy, the intense and inexpressible delight, which filled their minds at the blessing of the sight of this land. Their thoughts rapidly reverted to the varied events of their fearful passage, till it appeared scarcely credible even to themselves—that in an open boat, so poorly provided, and under circumstances every way so calamitous, they should have been able to reach the

coast of Timor in forty-one days after leaving Tofoa, having in that time run, by their log, a distance of three thousand six hundred and eighteen nautical miles ; and that, notwithstanding their extreme distress, without the loss of a single individual.

The crew, who now considered their safety as beyond the reach of vicissitude, were eager to land at the nearest shore without further delay ; but Captain Bligh, wisely considering that the Dutch were only in possession of a corner of this large island, directed his course to the south-west part of it, in which he had but an indistinct recollection of hearing the Dutch settlement was situate. They had passed along a coast covered with palm-trees and afterwards a more open district, where the inhabitants were clearing and cultivating their grounds ; but night came on without their discovering any appearance of a settlement, or an eligible landing-place.

On the 13th they continued their voyage, with the same result. About two o'clock, after running through a very dangerous sea, they came to a spacious bay, with an entrance, that appeared to form so eligible a station for shipping, that hopes were conceived that it might be an European settlement. Seeing a hut, a dog, and some cattle, near a sandy beach, the gunner and boatswain landed, but were not long gone, when they returned, accompanied by five of the natives, from whom they met a hospitable reception. They were informed that the governor resided at a place called Coupang, at some distance to the north-east, and one of the men went with them to show the way, but they were not able to reach it that night. At ten o'clock they came to a grapnel, and, for the first time, doubled their allowance of bread, to which was added a little wine.

On the following morning, after the most comfortable and refreshing sleep they had yet enjoyed, they found themselves clear of the island, and soon after, the report of two large guns came booming along the water. They were electrified with joy, by this, the first sound indicative of European existence ; and shortly after two square-rigged vessels and a cutter appeared at anchor. They endeavoured to work to windward, but losing ground on each tack, they took to their oars again, and kept rowing till four o'clock, when the hands had an allowance of bread and wine, after which they resumed their oars and plied them till daylight, when they found themselves opposite the small fort and town of Coupang.

They hoisted a signal of distress by the aid of some signal flags, which they found in the boat, and soon after day-break, a soldier hailed them to land. They immediately obeyed the signal, and were agreeably surprised to find an English sailor, who told them he belonged to a Dutch vessel in the road, commanded by Captain Spikeman, the second person in the town. He received them with great humanity, and gave directions for their immediate reception at his own house, where a comfortable breakfast was provided, while he went to inform the governor of their arrival.

The governor, Mr. William Adrian Van Este, notwithstanding his extreme sickness, received them with great hospitality, and exhibited the fullest proof of his being possessed of humane and generous feelings. He said that he considered it the greatest blessing of his life that they had fallen under his protection; and though such was his infirmity, that he could not perform in person the duties he wished, yet he had full confidence in their being faithfully performed by Mr. Wanjon, his son-in-law, and the second in command. There was only one uninhabited house in Coupang, which he assigned to Captain Bligh, and for the people he offered either the hospital or Captain Spikeman's vessel.

On examining the premises, Captain Bligh found that by taking only one apartment to himself, he could find room for the whole party. He accordingly allotted another room for the master, surgeon, botanist, and gunner, a loft to the other officers, and an outer apartment to the men; the governor generously furnishing them with bedding and other necessities for all of them.

At noon, they were supplied with a plentiful dinner, and they retired to rest early, after having returned due thanks to the Almighty, who had enabled them to endure such heavy calamities, and to persevere in such rigid economy, that they had eleven days' provisions remaining when they arrived, so that had they been unfortunate enough to have missed the Dutch settlement at Timor, they could, on the same scanty allowance, have proceeded to Java.

To secure their arrival at Batavia, in the island of Java, before the October fleet sailed for Europe. Captain Bligh purchased a small schooner, thirty-four feet long, for which he gave 1000 rix-dollars. This they fitted out for sea under the name of his Majesty's schooner *Resource*; and Mr. Wanjon

supplied them with four brass swivels and fourteen stand of small arms, as a loan, to be returned at Batavia.

On July 20, Mr. Nelson, the botanist, died of an inflammatory fever; and was the next day interred in the burying-ground behind the chapel appropriated to the Europeans of the town.

The schooner being victualled and ready for sea, they took an affectionate leave of the inhabitants of Coupang, and sailed on the afternoon of August 20, taking the launch with them in tow.

On Sunday, September 6th, they saw the high land of Cape Sandana, in the north-east part of Java, and on the 10th, anchored off Passourwang, a Dutch settlement on the coast.

On the next day they sailed, and anchored in Sourabaya-road, where they were received by the governor with great friendship and civility, and hospitably entertained.

They sailed on the 17th, and made Samarang, which, next to Batavia, is the most considerable settlement which the Dutch have in Java. After experiencing the hospitality of the inhabitants, and receiving medicines and attention from Mr. Abegg, the surgeon of the hospital, they sailed on the 26th with a galley, mounting six swivels, which the governor had ordered to accompany them to Batavia, where they arrived on the 1st of October. Here they found a Dutch man-of-war riding at anchor, besides twenty sail of Dutch East India ships, and many smaller vessels.

In a few days Captain Bligh was seized with a fever, occasioned by the suffocating heat of the atmosphere; and as he could get no relief, he resolved to leave Batavia as soon as possible: for this purpose he took a passage in a packet about to sail to Europe, for himself, his clerk, and a servant, which were all the vessel could accommodate.

On Friday, the 9th of October, the General Elliott arrived, having saved a quantity of treasure that was on board the Vansittart, an English East Indiaman, which had been lost in the straits of Banca.

On the following day the Resource was sold by Dutch auction; that is, the vessel put up at 2000 rix-dollars, from which deductions were made until some person bid; unfortunately no one offered, until it had been lowered to 295 dollars, at which she was sold to an Englishman commanding a ship from Bengal.

On the 16th of October, Captain Bligh embarked in the packet, which was commanded by Captain Peter Couvret, and bound for Middleburgh. The governor promised that those of the company who remained behind, should follow in the first ship, and be as little divided as possible. Mr. Fryer, the master, had been previously authorised to supply the men and officers left under his command with one month's pay, to enable them to purchase clothing for their passage to England.

On the 18th the packet spoke with the Rambler, an American brig, bound from Boston to Batavia. After passing the Straits of Sunda, they steered to the northward of Cocos Isles.

Nothing of consequence occurred during the voyage to the Cape of Good Hope, from whence they sailed in company with the *Astree*, French frigate, and on the 21st came in sight of Ascension Island. On the 13th of March, 1790, they were off the Bill of Portland, and on the evening of Sunday, the following day, Captain Bligh left the packet, and was landed at the Isle of Wight.

Those who had been left at Batavia were provided with passages by the earliest ships; but though apparently in good health at the time they were left by the captain, they did not all live to quit Batavia. Thomas Hall died before the departure of the packet, and Peter Linkletter and the master's mate, Mr. Elphinstone, within a fortnight after, as the hardships they had experienced rendered them unable to support so unhealthy a climate as that of Batavia; but of nineteen who were forced into the launch by the mutineers, it pleased God that twelve should surmount the difficulties and dangers of this unparalleled voyage, and live to re-visit their native land.

Various causes have been assigned by the different persons interested for such an unparalleled mutiny as that described in the foregoing narrative; but it must be borne in mind, that each of those who have given any insight into the details, and described the actions of themselves or others, have naturally been biased by the particular position in which they have been placed, and the feelings they would naturally imbibe from their peculiar situation. Captain Bligh speaks of the mutineers as harsh, unfeeling wretches, deaf to every principle of humanity, but chiefly instigated to their purpose by the prospect of changing the toil and hardships of a sailor's

life, for the slothful indolence and luxurious ease which they observed to be enjoyed by the natives of Otaheite; whereas, on the other hand, the conduct of Bligh towards his officers, as related in a manuscript journal kept by Morrison, the boatswain's mate, was so arbitrary, brutal, and disreputable, as to be the chief, if not the sole cause of the rebellion of Christian and his colleagues.

From the evidence it is apparent that at all events, something more than Captain Bligh set forth in his statement passed between him and Mr. Christian; we give one incident (of which Captain Bligh took no notice) from Morrison's Journal.

"On the afternoon of the 27th Captain Bligh came on deck, and missing some of the cocoa-nuts, which had been piled up between the guns, said they had been stolen, and could not have been taken away without the knowledge of the officers, all of whom were sent for and questioned on the subject. On their declaring they had not seen any of the people touch them, he exclaimed,

"Then you must have taken them yourselves!" and proceeded to inquire of them separately, how many they had purchased. On coming to Mr. Christian, that gentleman answered,—

"I do not know, Sir, but I hope you do not think me so mean as to be guilty of stealing yours."

"Captain Bligh replied, 'Yes, you hound, I do—you must have stolen them from me, or you would be able to give a better account of them.' Then, turning to the other officers, he said, you scoundrels, you are all thieves alike, and combine with the men to rob me. I suppose you will steal my yams next, but I'll sweat you for it, you rascals,—I'll make half of you jump overboard, before you get through Endeavour Straits."

About as pretty a specimen as could be given of this man's capabilities of governing a ship's crew! and his language,—which would disgrace the frequenter of a pot-house—was addressed to gentlemen, nearly or quite his equal in birth, and if his language may be taken as a criterion, his superior in everything else.

This is but one of the number of anecdotes produced, to show that he indulged his every ebullition of a passionate irritable temper, in wounding and disgusting the feelings of his officers, in a manner so totally unfitting a gentleman,

bearing his Majesty's commission, that it could not fail to disgust and estrange the mind of every one from him. The accounts, however, are very contradictory, and it is very evident that the conduct of the mutineers was both unjustifiable and unpardonable.

Independent of the object of the preceding voyage being rendered abortive, so audacious and criminal an act of insubordination as that committed by Christian and his associates could not pass unnoticed. Captain Bligh was promoted to the rank of commander, and a second time sent out to transport the bread-fruit to the West Indies, which he succeeded in accomplishing. The British government having resolved to adopt every possible means to apprehend the mutineers and bring them to punishment, and also to obtain a survey of Endeavour Straits, for the purpose of facilitating the passage to Botany Bay, sent out the Pandora frigate, of twenty-four guns, and one hundred and sixty-men, under the command of Captain Edward Edwards: with orders to proceed in the first instance, to Otaheite, and if he did not find the mutineers there, to visit the different groups of the Society and Friendly Islands, and others in the neighbouring parts of the Pacific; and to use his best endeavours to seize and bring home in confinement, the whole or such part of the delinquents as they might be able to discover.

In January, 1791, the Pandora passed the Straits of Magellan, and anchored in Matavai Bay the 23rd of March. Before the ship had anchored, Joseph Coleman, the armourer of the Bounty, attempted to come on board; and several questions were put to him about the Bounty and her people, to which he gave ready replies. Soon afterwards he was followed by Mr. Peter Heywood and Mr. Stewart, midshipmen, who were brought down into the cabin; when, after some conversation, Heywood asked if Mr. Hayward, midshipman of the Bounty, but then Lieutenant of the Pandora, was on board, and who was sent for. After further conversation, Captain Edwards called to the sentinel to take them into custody, and to put them in irons. Soon after this, four others arrived, and from them and some of the natives, he learned that several of the mutineers were still on the island; but that Christian and nine men had long since left it in the Bounty, saying to the natives, that Captain Cook was living, and that Captain Bligh had gone to settle at Whytutakee along with him. He also learned that some of the people of the Bounty had built a

schooner, with which they had sailed the day before from Matavai Bay to the N. W. part of the island.

On this intelligence, he despatched the two lieutenants, Corner and Hayward, with the pinnace and launch, to intercept her. They soon got sight of her and chased her out to sea; but night coming on and the chase gaining on them, they were compelled to give up the pursuit. They learned, however, that she had returned to Paparré, on which they were again despatched in search of her. Lieutenant Corner succeeded in taking three of the mutineers, and Hayward, on arriving at Paparré, found the schooner, but the mutineers had fled to the mountains. He carried off the schooner, and returned next day, when hearing they were coming down, he drew up his party in order to receive them; and when within hearing called to them to lay down their arms, which they did, and they were brought prisoners to the ship.

The following persons were received on board the Pandora:—Peter Heywood, George Stewart, midshipmen; James Morison, boatswain's mate; Charles Norman and Thomas M'Intosh, carpenter's mates; Joseph Coleman, armourer; Richard Skinner, Thomas Ellison, Henry Hilbrant, Thomas Burkitt, John Millward, John Sumner, William Muspratt, Richard Byrne, seamen; being fourteen in all.

From various statements of the mutineers, and from journals that had been kept by some of them, it appeared that after the departure of Captain Bligh in the launch they proceeded to Toobouai, in lat. 20° 13' S. long, 149° 35' W., a solitary island discovered by Captain Cook in 1777, and which has since received the name of Pitcairn's Island, where they anchored on May 25th, 1789. They had thrown overboard the greater part of the bread-fruit plants, and divided among themselves the property of the officers and men whom they had so inhumanly turned adrift. They intended to have formed a settlement at this island, but the opposition of the natives, quarrels among themselves, and the want of many necessary materials, determined them to go to Otaheite for what they might require to effect their purpose. They accordingly sailed from Toobouai about the latter end of the month, and arrived at Otaheite on the 6th of June.

After receiving a large stock of provisions, with which the Otaheiteans liberally supplied them, under the belief that it was for Captains Cook and Bligh, who waited for them at Whytutakee, they left Otaheite on the 19th of June, taking

with them eight men, nine women, and seven boys, and returned to Toobouai, where they arrived on the 26th.

They immediately commenced building a fort of forty yards square, but disagreements among themselves, and continual disputes and skirmishes with the natives, rendered their situation so disagreeable and unsafe, and the work went on so slowly, that it was agreed to discontinue the building of the fort. The men, instead of that voluptuous indolence the hope of which had impelled them to this guilty course, found nothing but hard work and hard fighting. Christian very soon perceived that his authority was on the wane, and a consultation was therefore held as to the most advisable step to be taken. After much angry discussion, it was determined, contrary to the advice of Christian, to return to Otaheite that those who chose to go on shore might do so, and that those who preferred to remain in the ship could then proceed to whatever place they should agree upon among themselves.

They accordingly sailed from Toobouai on the 15th, and arrived at Matavai Bay on the 20th September, 1789. Sixteen of the mutineers were put on shore, where they were received by the natives with their usual fond cordiality; but Christian, justly apprehensive of the consequences of remaining in Otaheite, slipped cable in the night, and made off with all who were on board, amounting to nine English, six Otaheitean men, and eleven women.

Of the sixteen who came on shore at Otaheite, Churchill and Thompson, two of the most active in the mutiny, perished by violent deaths. These two men had accompanied a chief, the *tayo* or sworn friend of Churchill; who having died without children, this mutineer succeeded to his property and dignity, according to the custom of the country. Thompson, for some real or fancied insult, took an opportunity of shooting his companion. The natives assembled, and to avenge the murder, literally stoned Thompson to death; and his skull was brought on board the Pandora.

The remaining fourteen were received on board the Pandora, as before-mentioned, and immediately placed in confinement. A round-house was built on the after-part of the quarter-deck, for their more effectual security, and to prevent their having any communication with, or crowding the ship's company. This round-house was only eleven feet long, built as a prison, and aptly named "Pandora's Box,"

which was entered by a scuttle in the roof, about eighteen inches square. Instead, however, of two-thirds allowance, to which prisoners are legally limited, they were victualled in every respect the same as the ship's company. Their families were also allowed to visit them; a permission which gave rise to the most affecting scenes. Every day the wives came down with their infants in their arms; the fathers weeping over their babes who were soon to be orphans, and husband and wife mingling cries and tears at the prospect of so calamitous a separation.

It appears, that when the little schooner before-mentioned had been finished, six of the fourteen mutineers that were at Otaheite embarked in her, with the intention of proceeding to the East Indies, and actually put to sea; but meeting with bad weather, and suspecting the nautical abilities of Morrison, the boatswain's mate, who had first undertaken the construction of the vessel (assisted by the two carpenters, the cooper, and some others), and whom they had elected as commanding officer, they resolved to return to Otaheite. Stewart and Heywood took no part in this transaction, as they had made up their minds to remain at Otaheite, and there await the arrival of a king's ship, as they deemed it morally certain that one would be sent out in search of them; and this is confirmed by the alacrity which they displayed in getting on board the Pandora the instant of her arrival.

The main objects of their expedition being thus fulfilled, and an ample sea-store laid in, the Pandora left Otaheite on the 8th of May, 1791, accompanied by the little schooner which the mutineers had built. In point of size she was not much larger than Lieutenant Bligh's launch, her dimensions being thirty feet length on keel, thirty-five feet length on deck, nine feet and a half extreme breadth, and five feet depth of hold.

The Pandora touched at Huaheine and Bolabola; but when they came to Wytutakee, they made particular inquiries, without obtaining any information; the natives declaring, that till now they had never seen a white man. They accordingly made sail, and on the 22nd of May, reached Palmerston's Islands, where they had no sooner landed, than Lieutenant Corner found a yard and some spars with the broad arrow upon them, and marked "Bounty." This induced the captain to cause a minute search to be made in all these islands, in the course of which the Pandora, being driven out

to sea by blowing weather, and it being very thick and hazy, lost sight of the little schooner and a jolly-boat with a midshipman and four men on board, the latter of which was never more heard of. They cruised for two days, discharging great and small guns, and burning false fires, but without success, and they were obliged to leave them to their fate.

The Pandora now proceeded, and on the 29th arrived at Annamooka, the principal of the Friendly Isles, where they remained till the 8th of August, when they set sail, following nearly the track of Captains Barteret and Bligh.

The vessel soon got into the track of Bougainville, whose narrative had represented it as a dangerous route. For some time they lay-to during the night; but afterwards conceiving that it was not consistent with the despatch now necessary, they imprudently dropped that precaution. On the 25th they saw breakers, and more towards noon, extending in such a direction as to bar their progress southward. They then stood to the westward, but soon discovered another reef, which appeared to close all progress. The boat was sent out to look for an opening, and about five o'clock the signal was made that one had been found, when they made signals for the boats to return, from the dread of losing her like the tender and jolly-boat.

Night had just closed, the boat was on board, and the sails were trimmed; but scarcely had the Pandora began to move, when the alarm was given that she had struck on a reef. They had a quarter less two fathoms on the larboard side, and three fathoms on the starboard side; the sails were braced about different ways to endeavour to get her off, but to no purpose; they were then clewed up and afterwards furled, the top-gallant yards got down, and the top-gallant masts struck. Boats were hoisted out with a view to carry out an anchor, but before that could be effected the ship struck so violently on the reef, that the carpenter reported she made eighteen inches of water in five minutes; and in five minutes more there were four feet water in the hold. In this dreadful crisis all hands were turned to the pumps, and to bale at the different hatchways, and a number of prisoners were released from irons and put to this work; but the leak continued to gain upon them so fast, than in little more than an hour and a half after she struck, the water was nine feet deep in the hold. About ten o'clock they perceived that the ship had beaten over the reef, and was in ten fathoms water:

they therefore let go the small bower-anchor, cleared away a cable, and also let go the best bower-anchor in fifteen and a half fathoms water under foot to steady the ship. Some of her guns were thrown overboard, and the water gaining upon them only in a small degree, they flattered themselves that, by the assistance of a thrummed topsail, which they were preparing to haul under the ship's bottom, they might be able to lessen the leak, and to free her of the water; but these flattering hopes did not last long; for as she settled in the water, the leak increased to such an extent, that there was every reason to apprehend she would sink before daylight. The night was dark and stormy, and they were everywhere encompassed by rocks, shoals, and breakers, and unfortunately two of the pumps were for some time rendered useless; one of them, however, was repaired, and they continued baling and pumping, between life and death, without being able to prevent the continual ingress of the water. At length the ship began to heel: one man was killed by a gun running to leeward, and another by the fall of a spare topmast. The people at the pumps became faint, but were supported by rations of excellent strong beer, which served the purpose much better than spirits; and they continued intrepid and obedient to the last.

About half-an-hour before daybreak, a council of officers was held, when it was unanimously decided, "that nothing more could be done for the preservation of his Majesty's ship." It then became necessary to provide for the preservation of the people. The four boats, consisting of one launch, one eight-oared pinnace, and two six-oared yawls, with careful hands in them, were kept astern of the ship; a small quantity of bread, water, and other necessary articles, were put into each; two canoes which they had on board were lashed together and put into the water; rafts were made, and spars, booms, hencoops, and everything buoyant, were cut off, as means of safety, which might be clung to in the last extremity.

The double canoe, that was able to support a considerable number of men, broke adrift with only one man, and was bulged upon a reef, affording no assistance when she was so much wanted on this melancholy and trying occasion. Two of the boats were laden with men and sent to a small sandy island, or key, about four miles from the wreck, while the

other two boats remained near the ship to pick up all the men that could be seen.

Three of the *Bounty's* people, Coleman, Norman, and M'Intosh, were let out of irons, but no notice was taken of the other prisoners, although Captain Edwards was entreated to have mercy on them, as he passed over their prison in effecting his own escape; but, fortunately, the master-at-arms, when slipping from the roof of "*Pandora's Box*" into the sea, let the keys of the irons fall through the scuttle, which he had just before opened, and enabled them to effect their own liberation.

Scarcely was this effected when the ship went down, leaving nothing visible but the topmast cross-trees. The master-at-arms, and all the sentinels sunk to rise no more. The cries of them, and the other drowning men, were awful in the extreme; and more than half-an-hour elapsed before the survivors could be taken up by the boats. On mustering the people that were saved, it appeared that eighty-nine of the ship's company answered to their names, and ten of the mutineers that had been prisoners on board; but thirty-one of the ship's company and four mutineers were lost. They now hauled up the boats, and examined the stock of provisions that had been saved. They were found to consist of two or three bags of bread, two or three breakers of water, and a little wine, with which they were to find their way from the eastern extremity of New Guinea to the settlement in Timor.

A day was passed in putting the boats into the best order they could, and distributing the crew and prisoners among them. Thirty were put into the launch, and the pinnace and the red and the blue yawls had twenty-three in each. The ten prisoners were divided by twos and threes. They left the island at twelve o'clock on the 1st of September. They soon found themselves on the coast of New Holland; and the red yawl made the agreeable discovery of a fine bay, where there was a spring of excellent water at the foot of the beach. They drank, and filled a tea-kettle and two great bottles; but the other boats were, unfortunately, too far ahead to be called back. The necessity of keeping together being urgent, as their supplies were in the launch, they towed each other during the night. At midnight they were alarmed by the cry of "breakers a-head," but fortunately they succeeded in getting clear of them.

Next day they came to an inhabited island, but the natives making a hostile appearance, and letting fly a shower of arrows among them, they made no further attempt to procure relief. In the evening they reached one which they called Laforey's Island, where they landed and slept during the night. In the morning they succeeded in discovering a spring, with which they filled to the brim every article on board that would hold liquid, including the carpenter's boots, which were first emptied from the fear of leakage.

After leaving Laforey's Island, they entered the vast abyss of the Indian Ocean, of which they had a thousand miles to cross. They soon encountered so heavy a swell, that it threatened destruction to their little fleet. Apprehensive of their being separated, as they had not the means of dividing the water, their first resource was to take each other in tow; but the swell ran so high, that in the middle of the night a new tow-line broke, and after being made fast, broke a second time, which obliged them, after several trials, to give up the towing system, as it would have torn the boats to pieces. Notwithstanding the supply of water which they had procured, their allowance was still so short, and their thirst so severe, that several in desperation drank their own urine, and many drank salt water, but in both cases with fatal results. They also endeavoured to procure coolness by applying wet cloths, dipped in salt water; but so great an absorption took place, through heat and fever, that the fluids were tainted with the salt, and the saliva in the mouth became intolerable.

In this miserable state they remained from the 2nd to the 13th of September, when land was discovered, but a dead calm prevented them from nearing the coast until the following day, and there was such a prodigious surf, that landing could not be attempted. At length, about twelve o'clock, the red yawl run into a creek, upon which the other boats divided the remainder of the water, and, animated with fresh spirits, dashed manfully across a somewhat formidable reef which interposed, and found a fine spring of water, which afforded immediate relief. They were very hospitably treated by the natives, who brought them large supplies, giving them as much pork and fowls as they wanted for a few buttons. They sat down and made a very hearty dinner, but the weak state of their minds and bodies made them so alarmed, and caused such a general gloom to steal upon them, that the

night was spent in a succession of groundless panics and unnecessary fear.

They set sail at one o'clock on the following day, and at five in the succeeding afternoon, they landed at Coupang. The former governor was dead, and was succeeded by Vanion, his son-in-law, the same as called Wanjon by Bligh. He received them with the same hospitality and generous kindness that was so fully experienced by their unfortunate predecessors, and not only supplied all their wants, but did everything in his power to regale them, and make them spend their time agreeably. On the 6th of October, the party embarked in the Rombang, Dutch East-Indiaman, and sailed through the Straits of Allas. At the island of Flores, they encountered a most dreadful storm, with thunder and lightning; the pumps were choked, and the ship was driven impetuously on a barbarous shore that lay on their lee. The Dutch mariners were affrighted at the storm, and the vessel was saved by the skill and intrepidity of the British tars.

On the 30th they arrived at Samarang, where they had the delightful surprise of meeting the little schooner so long given up for lost. All the sympathies of human nature, in their utmost warmth, were called forth on both sides; and with eyes streaming with joy, they recounted to each other the mutual tale of shipwreck, famine, peril, and disaster.

The crew of the tender, on the unfortunate night when they parted with their companions, were attacked by the natives in a numerous and powerful body, but being possessed of fire-arms, they succeeded in keeping them off. On the next day the ship was missing, and was sought for in vain; and their situation now became critical in the extreme. The distress for want of water was so excessive, that one young man became deranged, and did not recover for several months. In endeavouring to make for Annamooka, they stumbled upon Tofoa, the scene of Captain Bligh's disaster, and experienced a similar treacherous attempt, which was defeated, in consequence of their being well armed; thus they, with due precaution, could afterwards carry on a trade with the natives for necessary supplies.

They had now to enter on the same career as Captain Bligh, with one very important advantage, however, that being provided with fire-arms, they could venture to land at the different islands on their route, and procure that which they most urgently wanted. They, however, neglected his

precaution of steering southwards in order to clear New Guinea; the consequence of which was that they encountered the same reef upon which the Pandora had perished, and traversed long from shore to shore, without being able to find a passage. At length they were placed between the dreadful alternative of shipwreck or famine; and, as a last resource, they boldly pushed forward, and succeeded in beating over the reef. After passing Endeavour Straits, they were picked up by a small Dutch vessel, where they were received on board, and treated with great humanity; but as no officer under the rank of lieutenant bears a commission, they had no document to show, and fell under the suspicion of being the mutineers of the Bounty. They were therefore kept under a short, though humane, *surveillance*, until the appearance of their fellow-seamen dispelled all suspicion.

This little schooner was a remarkably swift sailer, and being afterwards employed in the sea-otter trade, is stated to have made one of the quickest passages ever known from China to the Sandwich Islands. This memorable little vessel was purchased at Canton, by the late Captain Broughton, to assist him in surveying the coast of Tartary, and became the means of preserving the crew of his Majesty's ship Providence, amounting to one hundred and twelve men, when wrecked to the eastward of Formosa, in the year 1797.

On the 7th of November, Captain Edwards and his party arrived at Batavia, where it was agreed with the Dutch East-India Company, to divide the whole of the ship's company and prisoners among four of their ships proceeding to Europe. The latter the captain took with him in the Vreedenburgh; but finding his Majesty's ship the Gorgon at the Cape, he transhipped himself and prisoners, and proceeded in her to Spithead, where he arrived on the 19th of June, 1792. On the second day after their arrival at Spithead, the prisoners were transferred to the Hector, commanded by Captain (late Admiral Sir George) Montague, where they were treated with the greatest humanity; and every indulgence allowed that could with propriety be extended to men in their unhappy situation, until the period when they were to be arraigned before the competent authority, and put on their trials for mutiny and piracy, which did not take place till the arrival of the remainder of the prisoners.

On the 24th of October, the king's warrant was despatched from the Admiralty, granting a full and free pardon to

Heywood and Morrison, and respite for Muspratt, which was followed by a pardon; and for carrying the sentence into execution upon Ellison, Burkitt, and Millward, which was done on the 29th, on board his Majesty's ship Brunswick, in Portsmouth harbour. A party from each ship in the harbour, and at Spithead, attended the execution, and the example seemed to make a great impression upon the minds of all the ships' companies present.

Twenty years had passed away, and the Bounty and Fletcher Christian, and the piratical crew that he had carried off with him in that ship, had long ceased to occupy a thought in the public mind. The fate of those who had escaped continued to be involved in mystery, and only vague rumours reached Europe till light was unexpectedly thrown upon it by the following voyage.

On the 31st of December, 1813, Sir Thomas Staines, captain of His Majesty's frigate the Briton, was ordered to sail with a fleet for the East Indies.

On the 2nd of September, the Briton reached the Marquesas, and discovered a fertile shore, varied with huts, cultivation, and people. Among the latter there appeared an alacrity much greater than usual to come out and hail the Europeans. The people were making signs, launching their little canoes through the surf, and as soon as they were afloat, pulling towards the ship with the most eager despatch. The captain was mustering the few words of the Marquesan tongue which he had picked up, to hail them with, when to the utter amazement of himself and all present, a voice came from the nearest canoe, asking in good English,

"What is the ship's name?" and on receiving an answer, added, "Who is the commander?"

A regular intercourse now commenced, and they were requested to come on board. They were ready to do so, but had no boat-hook to hold on by; they were offered a rope, but had nothing to make it fast to; their zeal, however, mastered every difficulty, and in a few minutes they were on board the ship. They seemed perfectly at ease, and under no apprehension; but the crew were still lost in wonder, when one of their visitors said,

"Do you know William Bligh, in England?"

The veil immediately fell from their eyes, and they saw themselves about to fathom the depths of that mystery, which

had hitherto involved the fate of Christian and his unhappy comrades. The question was instantly put,

"Do you know one Christian?"

"Oh, yes, there is his son coming up in the next boat; his name is Friday Fletcher October Christian; his father is dead now."

Anxiety was now raised to the highest pitch, to learn everything relating to this mysterious transaction; question was put upon question, and from the answers which were readily given, we may trace the further career of Christian and his associates.

After leaving sixteen of their number on shore, at Matavai Bay, as before-mentioned, he again steered for Pitcairn's Island, and rejoined the establishment there, which the natives seem to have made no further attempts to oppose; but a more deadly evil afflicted the rising colony. A mortal jealousy arose between the English and the Otaheiteans; for which, on the part of the latter, there seems to have been but too good ground. Christian's wife having died in childbed, soon after the birth of their eldest son, he forcibly seized on the wife of one of the Otaheiteans: which so enraged the injured and justly incensed husband, that in the fury of resentment, characteristic of savages, he determined on a bloody revenge. Taking advantage of the moment when Christian was busy in his yam plantation, he shot him in the back; the wound was mortal, and the unhappy man at once expiated his crimes with his life.

This was the signal for a general rising of the Otaheiteans. The English were surprised and overcome; two were killed, and John Adams, wounded, fled into the woods. This dreadful scene was followed by another still more tragical, and which seems almost to realise the dark traditions of ancient fable. The Otaheitean females, like those of most savage races, had always felt a strong partiality in favour of the Europeans; and this preference, so cruel and mortifying to their own countrymen, had been one main cause of the deadly enmity between the two races. Spectators of the late fatal contest, their feelings wrought to such a pitch of regret and indignation, that, belieing all that gentleness which is proper to the female character, they rose in the depth of night, and, like the two celebrated daughters of Danaus, murdered, in their sleep, their unsuspecting husbands and countrymen.

In this dreadful manner, Adams, and the few surviving

English were saved: yet out of this abyss of horror, there has, by a happy Providence, arisen a society bearing no stamp of the guilty origin from which it sprung. A new race arose, removed from the scenes of violence in which they had received their birth, and carefully instructed, as far as their teachers were capable, in the duties of religion and the ties of social life. The only survivor of the original body, at the time of the arrival of the Briton, was John Adams, a man of a mild and amiable disposition, of about sixty years of age, and who denied any participation in the crime of the mutineers. He was revered as the father of the colony, and ruled with a paternal sway over this little community. Their numbers had now increased to forty-eight, of whom six were the Otaheitean females who had accompanied the Europeans in their first establishment in the colony: a great proportion of them were still in childhood; but there were eleven fine young men, grown up, and about as many of the other sex.

The islanders always spoke English, though they understood the Otaheitean. The men appeared to be a fine race, about five feet ten inches in height, with manly features, and long black hair. Their only attire was a mantle, which went over the shoulders and hung down to the knee, being tied round the waist by a girdle, both produced from the bark of trees growing on the island. On the head they wore a straw hat, with a few feathers stuck in it by way of ornament. The young women had invariably beautiful teeth, fine eyes, and open expression of countenance, with an engaging air of simple innocence and sweet sensibility.

As soon as the first burst of curiosity on both sides had been gratified, the islanders were invited to share the breakfast which had been served up in the cabin, where, before sitting down to table, they fell on their knees, and with uplifted hands implored the blessing of heaven on the meal which they were about to partake of: at the close of the repast they resumed the same attitude, and breathed a fervent prayer of thanksgiving for the bounty which they had just experienced. Upon the whole, the crew of the Briton were highly gratified by the intercourse with these simple natives, whose deportment displayed an active intelligence and a liberal curiosity, coupled at the same time with very amiable dispositions.

In consequence of the short supply of provisions, the

Briton was only enabled to remain two days off the island; but before leaving the island, the captain went on shore to visit Adams. After passing through groves of cocoa-nut and bread-fruit trees, they came to a beautiful picturesque little village: the houses were small, arranged in an oblong square, with trees interspersed; they were regular, convenient, and excessively clean. The captain was immediately introduced to Adams, whom he found a fine-looking old man approaching to sixty. In a long private interview which he had with him, they conversed fully on everything relating to the mutiny of the *Bounty*. He solemnly disavowed all previous knowledge of, or consent to the conspiracy formed by Christian; but at the same time admitted that, by following the fortunes of that unhappy man, he had lost every right to his country, and that his life was even forfeited to the laws. He was now at the head of a little community by whom he was adored, and whom he carefully instructed in the duties of religion, industry, and friendship.

The greatest want of this little family was that of the means of reading and writing. Adams, though very little skilled in writing, had been at great pains to preserve the chronology of the period during which he resided at Pitcairn's Island. After having exhausted his little stock of paper and ink, he used a slate and stone pencil, and had kept such a careful record of each day, with the week, month, and year to which it belonged, that there was only one day's difference between his calculation and that of the *Briton*, which may be accounted for by their having each half circumnavigated the globe from an opposite direction. Sir Thomas accommodated them with all the paper he could spare, and received in return a copy of Captain Cook's first voyage which had belonged to Captain Bligh, and contained a number of marginal notes in his writing.

Nothing more was heard of Adams and his family for nearly twelve years; when, in 1825, Captain Beechey, in the *Blossom*, who was bound on a voyage of discovery, paid a visit to Pitcairn's Island. They found that a whale-ship had been there in the meantime, and left a person of the name of John Buffet. He proved to be an able and willing school-master, and had taken upon himself the duty of clergyman. They found the inhabitants as well-disposed as described by Sir Thomas Staines, but still greatly in want of many necessities in wearing-apparel, and implements of agriculture. In

consequence of a representation made by Captain Beechey to this effect, his Majesty's government sent to Valparaiso for the necessary articles, which arrived in his Majesty's ship Seringapatam, commanded by Captain the Hon. William Waldegrave, who arrived there in March, 1830.

The ship had scarcely anchored, when George Young was alongside in his canoe; and soon after, Friday Fletcher October Christian, with several others in a jolly-boat, who were invited to breakfast. They announced the death of John Adams, which took place in March, 1829.

Thus ended the mutiny of the *Bounty*, pregnant with loss of life, whose origin might be traced to the imaginary loss of some half dozen cocoa-nuts. Oh! that sailors from its perusal might learn the virtue of strict obedience to their commanders, and the fearful result of wandering from the path of rectitude and honour; and that captains, with their mighty power, may treat their subordinates, not as slaves and brutes, but as *men*!

LOSS OF DUKE OF CUMBERLAND, IN THE WEST INDIES.

THE Duke of Cumberland packet, commanded by Captain Lawrence, was, on the morning of Monday, September 3, 1804, lying at anchor in the road of St. John's, waiting to receive the mail, which was expected to come on board that day.

His majesty's ship *Serapis*, of forty-four guns, armed *en flute*, lay about two miles farther out, in readiness to convey the packet down to Tortola. The wind had been blowing very fresh from the north during the night, and at noon had considerably increased. His majesty's ship *De Ruyter*, an old seventy-four, which had lately been brought there to be fitted up as a prison-ship, lay at anchor in Deep Bay: she had a very weak crew on board, and made signals of distress to the *Serapis*; and at twelve o'clock a boat came on board the *Cumberland*, to request the aid of some men to assist the *Serapis* in relieving the *De Ruyter*; but this Captain Lawrence could not, with propriety, grant. At this time the *Cumberland* had been obliged to strike their top-gallantmasts, and at

two o'clock they let go the best bower-anchor, having previously been riding with only the small bower.

The gale still continued to increase, and by six o'clock in the evening it blew a perfect storm from the N.N.W., when they struck their yards and topmasts; but they had scarcely finished this work, when they discovered that the vessel had parted her best bower-cable. This unexpected circumstance surprised and alarmed them exceedingly, as the rope was nearly new, and they had been assured that the bottom of the roadstead was a fine hard sand; it must have been cut upon a ship's anchor, or on a bed of coral rock. They immediately bent the remaining part of it to the stream-anchor, and the stream-cable to the kedge; but as the wind continued to rage with unabated violence, and the ship pitched immoderately, they were fearful that the cable should give way, and at ten o'clock they let go the two remaining anchors.

Everything had now been done for the safety of the ship that was in the power of the crew, the rest they confided to Providence; and having recommended themselves to the protection of the Almighty, they remained passive, but anxious spectators, of the awful scene, and awaited the event in silent dread. To men who were so deeply interested in the effects of the storm no scene could be so fearfully grand; the wind raged with a fury known only within the tropics; the rain fell, not in drops, but in torrents, like a deluge; the waves had risen to a most stupendous height; the ship was pitching, one moment with her forecastle under water, and the next pointing to the skies; they had already lost their best cable and were in momentary expectation of parting with the rest; and, to add to the horrors of their situation, the vivid flashes of the lightning discovered to them, notwithstanding the pitchy darkness of the night, that so soon as they should part or drive away from their mornings, a reef of horrid rocks lay to leeward ready to receive them. In such a situation of harrowing suspense and awful uncertainty, each man was sensible of the absolute impossibility of singly combating the terrific agitation of the conflicting elements, and their feeble expectations of saving their lives rested solely on the frail hope of the ship being able to ride out the tempest.

The glare of the lightning had frequently shown them the masts of the *De Ruyter*, and they could perceive that she was driving from her moorings; she, however, suddenly dis-

appeared, when they at once concluded that she must have foundered, and they also supposed that the *Serapis* had shared the same fate. About eleven o'clock, there was a violent crash on board, accompanied by a most tremendous noise, when they found that the windlass had given way. The sailors immediately clapped stoppers upon the cables, and secured them by means of ring-bolts on the decks: these were continually breaking, and were as often replaced.

The cable had now held so long, that they began to entertain some faint hope of her being able to ride out the gale, and so much did this strengthen, that several of them quitted the deck to obtain some refreshment, but they had scarcely sat down when a loud groan from the crew summoned them again upon deck. They dreaded the worst, when the captain put an end to their doubts by running forward, exclaiming, "All's now over! Lord God have mercy upon us!" The cable had parted; for about two minutes the ship hung by the stream and kedge, and then began to drive broadside out, dragging them along with her. Their feelings at this awful moment language is inadequate to describe, nor is there any similar situation to which it is possible to compare them. Some of the seamen seemed at this time, for a moment to forget themselves; their cries for their wives, their children, and their homes, resounded through the ship in noisy but vain lamentations; but they soon became sensible of their folly, and resumed their wonted firmness.

As soon as the ship parted, which was about midnight, each man flew to a rope, with the determination of clinging to it as long as the ship remained entire. Fortunately, the wind had shifted somewhat more to the westward, and this prevented her from striking on the reef of rocks which they had so much dreaded. For above an hour they had continued to drift, without their having the slightest conception of the direction in which they were going; but they continued to hold on by the rigging, their bodies beaten by the heaviest rain, and lashed by every wave. A dreadful silence ensued, as each one was too intent on his own approaching end to be able to communicate his feelings to another, while nothing could be heard but the horrid howling of the tempest. Soon after one o'clock the ship struck, and immediately went off again; and this circumstance, together with several lights being seen before them at a distance, convinced them that they were driving towards the harbour of St. John's, and that they had

struck on the bar. They saw before them a large object, which they dreaded was Rat Island, a perpendicular rock in the centre of the harbour, upon which was a fort. This they were fast approaching, and that the garrison might be spectators of their fate, for it was in vain to think of assistance, they fired two alarm guns; but from the tremendous noise of the wind and waves, they were doubtful if the sound could be heard.

However, they soon discovered that the object which they were approaching, was a large ship, on which they were directly driving, and they soon came up with her, passing close under her stern.

At first they imagined that she would strike upon a sandy beach; and as they could plainly discern two large ships ashore just abreast of them, they buoyed themselves with the hope that they should be driven on board these vessels; but in this they were disappointed; they drove past, beating with violence at every wave, and in a few seconds found the ship bring up on some horrid rocks, at the foot of a stupendous precipice. Every hope now vanished, and in despair of the slightest chance of relief, they already began to consider themselves as beings of another world. The vessel was dashed with extreme violence against the rocks, and they could distinctly hear the cracking of her timbers below.

In order to ease the vessel, and if possible to prevent her from parting, they immediately cut away the mizen-mast and shortly afterwards the foremast; but they allowed the mainmast to remain, in order to steady the ship, and to prevent her, if possible, from canting to windward, by which they must all have been inevitably drowned.

It was about two o'clock in the morning, when the vessel struck, and in half an hour afterwards they found that the water was up to her lower deck. Never, perhaps, was daylight so anxiously looked for, as by the almost despairing crew of this unfortunate vessel. After having held on so long by the shrouds, they were forced to cling for three hours longer before the dawn appeared; and during this time they were under the continual dread of the ship's parting and launching them all into eternity. The vessel lay on her beam ends, with the sea making a complete breach over her; and stiff and benumbed as they were, it was with the utmost difficulty they could preserve their hold against the force of the waves, every one of which struck and nearly drowned

them. The break of day only discovered to them the horrors of their situation; the vessel was lying upon large rocks, at the foot of a craggy, overhanging precipice, hove as high as the ship's mainmast; and although the mizenmast had been cut away, it still hung in a diagonal direction, supported by some ropes, and reached within about four fathoms of the rock. The land forming a sort of bay around them, also approached a-head; and the extremity of the jib-boom was at no great distance from it.—They could plainly discern several ships on shore in various parts of the harbour, and the wind and rain continued to beat on them with unabated violence.

The ship lay a most miserable wreck; one wave had carried away her stern boat, unshipped her rudder, and washed overboard her quarter-boards, binnacle, and round-house; her fore and mizenmasts lay alongside, supported by small ropes, and the ship had bilged her larboard side. After the dawn appeared, their first thoughts were naturally directed to the possibility of saving their lives, and they were unanimously of opinion that their only chance of effecting this, was by means of the mizenmast. With this view, they immediately got the topmast and top-gallantmasts launched out on it, which reached within a few feet of the rock; but that part of the precipice which it approached was so perpendicular, that it afforded but very faint hopes of relief, unless by the aid of some bushes which grew on the top. These were soon made trial of by a sailor; but after he had thrown a rope, with a noose on the end of it, and which had caught hold of some of the largest bushes, they had the mortification to see them brought away in an instant, discovering the roots of the shrubs to be fastened only to a much decayed, weather-beaten rock, incapable of affording them support sufficient to withstand the smallest weight.

Another seaman, to whom despair had lent an extraordinary degree of courage, followed the first man out on the mast, with the intention of throwing himself from the end upon the rock, and had proceeded to the extremity of the top-gallantmast, when, just as he was on the point of leaping among the bushes, the pole of the mast, unable to sustain his weight, gave way, and he was precipitated into the water. As the fall was at least forty feet, it was some time before he made his appearance above the surface of the water, and when he did, every one expected to see him dashed to pieces

among the rocks; but, fortunately, he had carried down with him a piece of the broken mast, to which some small ropes were attached, and by clinging fast hold of these, he preserved his head above water, at the intervals of the waves' receding, until a tackle could be fixed to hoist him in.

This blasted all their hopes of being saved by means of the mizenmast; and yet some decisive measure was absolutely necessary—for, as the storm continued to rage with unabated violence, they began still more to dread that the ship would part, as she had already bilged on the larboard side; and, moreover, the whole crew had been so fatigued by their previous exertions, and dispirited and benumbed by the constant exposure to wet and exhaustion, that they were scarcely able to hold out any longer. It was in vain to look around them for assistance; they were not seen from the town, and the ships which were in sight, had it not in their power to render them any aid. Some negroes, indeed, made their appearance on the top of the rock, and were earnestly requested to descend a little way, that they might receive a rope to be thrown from the ship; but whether from fear or sheer stupidity, they could not make out which, these creatures made not the least motion to approach them, but stood gaping in the most idiotical manner, sometimes at the ship and sometimes at themselves, in spite of reiterated entreaties, promises, and threats.

Whilst they were meditating on their situation in sullen silence, Mr. Doncaster, the chief mate, without communicating his intention to any one, went out on the bowsprit, and having reached the end of the jib-boom, threw himself headlong into the water; he had scarcely fallen, when a tremendous wave threw him upon the rock and left him dry. There he remained a few minutes motionless, when a second wave washed him still further up. He then clung to a projection of the cliff, by which he effectually preserved his hold; and after remaining a few minutes to recover his breath and recruit himself, he began to scramble up the rock. The preservation of Mr. Doncaster was almost miraculous, for all the ship's company were unanimous in declaring it to be next to an impossibility; indeed, it appeared to be a singular interposition of Providence in their behalf.

The instant that he reached the summit, he came round to that part which was over against the vessel; and, descending a little way, received a rope which was thrown from the

main-top, and fastened the end to some trees which grew on the top of the cliff, while those on board secured the other extremity to the head of the mizzen-topmast. This being done, a few of the most expert seamen warped themselves up upon it, carrying with them the end of another rope, upon which a tackle was bent, and this they fastened also to the trees; the other end of the tackle was made fast to the mizenmast, and the fold of it passed to the crew upon deck. By means of this rope, which was fastened to their waists, and the first rope by which they were supported, and warping along it with their hands, in the space of three hours they were all safely hoisted to the top of the cliff, with the exception of a few of the most active seamen, who were left to the last, and were obliged to warp themselves up as the first had done.

Having assembled on the rock, they bade farewell to their miserable vessel, and took their departure towards the town. But their difficulties were not yet at an end; the whole plain was before them, and in consequence of the immense quantity of rain which had fallen, and which was still pouring down in torrents, it had more the appearance of a large lake, through which it was with the greatest difficulty they could find their way; and in those places where roads or furrows had been made, they frequently plumped in up to the neck, in imminent hazard of being carried down by the stream.

After wading for about three miles through fields of canes whose tops were barely visible above the water, they reached the town of St. John's, where they were so *hospitably* received, that had it not been for the kind offices of a mulatto tailor, to whom they sent for clothes, and who carried them to a house, where they were furnished with beds and provisions, they might have died from the want of food and necessaries. In a few hours afterwards, the wind chopped round to the south, from which quarter it blew with the same violence. The hurricane lasted eight-and-forty hours, during which time it made a complete sweep of half the compass, beginning at N. and ending at S. This favourable change saved the Cumberland packet from breaking up, and, they found her lying upon the rocks, nearly dry, with five large holes in her larboard side; and they were thus enabled to save some of their linen that was floating in the hold.

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